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Welcome

This month has seen many firsts, whether in the commercial or military sector. The RAF E-7 AEW Mk1 Wedgetail rotated for the first time in its new RAF colours as it looks to enter service next year. The US utilised B-2 Stealth bombers for the first time within the ongoing Middle East conflict striking Yemen. The B-2s are believed to have performed a raid on five underground weapon storage facilities within the Iranian backed Houthi-controlled zones. An explanation for the usage of the B-2 is its capability of carrying much heavier weaponry than fast jets and unmanned platforms for such a mission.

In the commercial world, Airbus delivered the first A321XLR on October 30 to Spanish airline, Iberia. The Spanish

carrier is the launch customer of the type and will operate it within Europe before sending it across the Atlantic from Madrid to Boston, USA, in November. I wonder what your thoughts are on travelling across 'the pond' on not such a wide-bodied aircraft? Will it offer the comfort that Airbus promises? Where have the days gone of those big quad jets!

Diving into the features we have, we say goodbye to an absolute workhorse of the USAF, the KC-10 Extender and highlight its career as a force multiplier to not only the US, but also its allies.

We highlight what the big deck carrier, USS *Harry Truman* is up to within Europe. SAS joins the SkyTeam Alliance, so we speak to the company CEO about the reset. Heading to the

other side of the globe, we look at the latest going on at Qantas, as customer satisfaction – once a concern – seems to be taking a turn for the better. While 'down under', we visit RAAF Richmond and chat with the commanding officer of the Australian C-130J unit as it looks forward to a large fleet expansion.

As I get my feet more comfortably under the desk here at *Aviation News*, I want to let you know I have many plans for the magazine and only aspire to produce the best and latest content for our readers. I want *Aviation News* to boast its own identity via a diverse range of features. Feel free to let me know what you would like to see more or less of.

Joe

Joe Campion, Editor

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First A321XLR delivered



ON OCTOBER 30, Airbus handed over the first A321XLR, EC-OIL. The aircraft was delivered to Spanish airline Iberia. The airline is the launch customer of the type and will offer it for European flights before sending it across the Atlantic to Boston

from Madrid in November this year.

The A321XLR seats 182 passengers in a two-class layout with lie-flat business class seats with direct aisle access. It provides 60% more space in its overhead luggage compartments

Marco Sansavini, CEO and chairman at Iberia, said: "We are very proud to be the launch airline for this new Airbus aircraft. The A321XLR will allow us to reach new destinations, operating transoceanic routes and doing so in a more efficient way."

Riyadh Air orders 60 A321s

IN PREPARATION for its 2025 launch, the new Saudi Arabian premium airline Riyadh Air announced an order of 60 Airbus A321 aircraft at the 2024 edition of the Future Investment Initiative conference. It is expected that the first Riyadh Air A321 will arrive in Saudi Arabia by the second half of 2026.

The multi-billion dollar deal comes in addition to the company's large order of 39 787-9 Dreamliners with an option for 33 more, taking its total expected fleet size to 132. The airline has a goal of providing the most luxurious, advanced and efficient flight operations to more than 100 destinations by 2030.

Tony Douglas, CEO of Riyadh Air, said at the conference: "This order will not only enable us to support economic growth in the aviation industry, it will also ensure Riyadh Air operates one of the most sustainable fleets in the industry and be instrumental in helping Saudi Arabia achieve its net-zero emissions goals. This deal strongly reinforces the positive economic impact of Saudi Arabia's newest airline on both a global and local scale and helps facilitate the fast-growing local aviation ecosystem."



Riyadh Air

E-Freighter receives FAA Approval



EMBRAER ANNOUNCED on October 11 that its E190F E-Freighter has received full Federal Aviation Administration (FAA) approval.

The approval covers both passenger to freighter conversion and the cargo loading system aboard the aircraft. The

programme was launched just two years ago in May 2022 to fill a gap in the freight market.

Embraer mention that the E-Freighter has an ability to meet the growing global demand for faster deliveries, and more importantly not only to the larger airports

in metropolitan areas, but to all regions.

The E190F offers 40% more volume capacity than its competitors, has roughly triple the range of the large turboprop freighters and up to 30% lower operating costs than larger narrowbody aircraft in the market.

Central Airlines' maiden Boeing 777F departs Manchester for China



CENTRAL AIRLINES' maiden Boeing 777F left Manchester Airport on October 11 for Shanghai/Pudong after some attention from STS Aviation Services. The aircraft, G-DHMA (c/n 66079), is being transferred to the Chinese registry as B-226Y prior to entering service with its new operator.

The jet, delivered in May 2019, has previously flown for Southern Air, Atlas Air and Polar Air Cargo on behalf of DHL Aviation as N705GT, before moving to DHL Air UK in late October 2023.

Turkish Airlines pilot dies mid-flight



Airbus

A TURKISH Airlines flight from Seattle to Istanbul made an emergency diversion after its pilot fell ill and unfortunately, passed away mid-flight. Flight TK204, operated by an Airbus A350-900, landed at New York John F. Kennedy International Airport on October 9, 2024. Turkish Airlines Senior Vice President Media Relations,

Yahya Üstün, said that the captain, İlçehin Pehlivan, fell ill during the flight and lost consciousness. A medical intervention was ineffective and he could not be revived, so the remaining flight crew, a captain and co-pilot, decided to make an emergency diversion. Unfortunately, Pehlivan passed away before the aircraft

landed in New York.

Pehlivan, who was 59 years old, had worked at Turkish Airlines since 2007. A routine medical in March did not reveal any underlying health issues that would prevent him from performing his duties. Turkish Airlines extended its condolences to Pehlivan's family, colleagues, and loved ones.

New A380 special scheme



Emirates has unveiled a unique paint scheme on one of its Airbus A380-800 aircraft. The livery celebrates the start of the National Basketball Association (NBA) 2024/25 season – the carrier being the official global airline partner of the NBA Emirates

Airbourne Colours opens new facility



A CEREMONY to mark the opening of Airbourne Colours' new aircraft painting facility at Teesside International Airport was held on October 1.

The event was held in front of an invited audience of senior business leaders, existing customers and other dignitaries, in the company's new hangar at the County Durham airport.

Steve Darbyshire, founder and chief executive of Airbourne Colours, said: "It is an absolute honour and of great pride to me to be able to play a key part in what is to be the newest and most advanced paint

facility to be built at Teesside Airport."

Teesider Steve continued: "This really is a dream come true to be able to return to my roots and bring employment back to the area where I grew up."

Up to 40 jobs have been created by the opening of the new facility by the company.

The first aircraft to be painted at the site is a Boeing 737-8MG (G-JZHO) belonging to British low-cost schedule and charter operator Jet2.

It was due to be stripped of its current scheme and repainted into the current

Jet2.com livery, a process expected to take nine days to complete. Around 35 aircraft a year will be repainted annually at the Teesside facility, up to the size of the Airbus A321 and Boeing 737-10

Airbourne Colours invested £6.5 million in the new site at Teesside. The paint facility covers an area of 27,000sq ft (2,508m²) at the airport and, according to the company, is the first of its kind built in the UK this millennium.

The primary contractor for the development was S&A Fabrications of Barnard Castle in Durham.

Britten-Norman to ramp up production

BRITTEN-NORMAN announced on October 14 that it has secured significant capital to accelerate production of the manufacturer's Islander aircraft.

The UK-based company will scale its manufacturing operations in Britain to eight aircraft per year. These will mainly be the piston version of the Islander

rather than the turboprop variant. This second funding round secured capital from Northern Ireland-based Beechlands Enterprises.

William Hynett, Britten-Norman's CEO, commented: "This welcome investment from Beechlands will enable Britten-Norman to complete its aircraft manufacturing

repatriation programme, with the first aircraft destined for the Falkland Islands. We will also be focusing on our important international aftermarket operations, ensuring our long-term position as the manufacturer of choice for reliable, high-intensity, low-cost, short-field, sub-regional air transportation."

British Airways returns to Thailand



BRITISH AIRWAYS has returned to Bangkok's Suvarnabhumi Airport after a four year hiatus. A Boeing 777 aircraft departed London Gatwick on October 28 and was welcomed

to Thailand's capital by traditional dancers and flower garlands. These flights are due to operate three times per week, increasing to five flights a week in January.

Fresh fleet delays for MAG



MALAYSIA AVIATION Group (MAG), the parent company of Malaysia Airlines, has announced delays to the delivery of its incoming Airbus A330neos. Originally scheduled to arrive in September, MAG has now said that it does not expect to receive its first example until late November due to issues found by the manufacturer "during the flight line stage."

The delays have meant the airline has been forced to postpone the inaugural service from Kuala Lumpur to Melbourne, which was due to take place on November 25. Subsequent flights scheduled with the A330neo will also be affected, but there

will be no changes to the flight schedule. Instead, the routes will be operated by the carrier's A330-300 fleet.

MAG said it was "working closely with Airbus and its lessor, Avolon, to secure a new delivery timeline and expedite the aircraft's entry into service." The group was meant to receive four A330neos by the end of 2024. It now expects to receive five by the end of March 2025.

Meanwhile, deliveries of the airline's Boeing 737 MAX 8 fleet have also been delayed. So far this year, the Malaysian flag carrier has received just four of a planned 17 airframes.

NEWS IN BRIEF

LATAM orders more Dreamliners

Boeing announced in late October that LATAM Airlines had placed an order for ten 787-9 Dreamliners with secured options for five more. Deliveries are scheduled to commence next year (2025).

Qantas retires Boeing 717

On October 26, Boeing 717-200 (VH-YQS) flew from Sydney to Canberra as its final commercial flight for Qantas. The 717 is being replaced by the Airbus A220-300.

Azul Cargo's first A321PSF

In mid-October Azul Cargo received its first A321 passenger to freighter aircraft. The A321P2F will be joined by another of the type and the pair are to replace the airline's current pair of Boeing 737-400SFs.

EasyJet bases two A321s at Manchester for winter

For the first time, EasyJet has based two A321 aircraft at Manchester Airport. The two A321s will join the 20 A320s currently home based at Manchester, increasing the airline's passenger capabilities for the 24/25 winter season from Manchester to multiple destinations.

Air India A350 performs Delhi-New York Route

On November 1, Air India debuted the A350-900 for its 14-hour India to USA route. The flight from New Delhi's Indira Gandhi International Airport (DEL) to New York City's John F. Kennedy International Airport (JFK) previously utilised the Boeing 777-300ER, but now will operate the newer Airbus wide-body.

More freighters for Emirates

Emirates SkyCargo announced the purchase of five 777 Freighters on October 21. This order brings Emirates' order of the type to 14. Emirates SkyCargo has ambitions to operate a fleet of 21 777 Freighters in the coming years.

10 new routes for Breeze

Breeze Airways will launch flights to Fort Myers, Orlando, West Palm Beach and Vero Beach next month (December). Charleston, Jacksonville, Norfolk, Raleigh-Durham, Richmond and Sarasota/Bradenton will follow in February 2025.

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CLOSING DATE: 31st December 2024.



Lift off for RAF schemed Wedgetail

ON OCTOBER 18, WT001 departed Southend Airport sporting its new RAF paint scheme. Purchased to replace the E-3 Sentry, the E-7 Wedgetail will provide the RAF and its allies a 5th generation Airborne Early Warning & Control (AEW&C) capability.

The aircraft is a modified 737 with a Northrup Grumman Multirole Electronically Scanned Array (MESA) radar which provides a 360° view of the airspace. The radar is clearly visible on the spine of the airframe.

The E-7 AEW MK1 is scheduled to enter RAF

service in 2025 and will be operated by VIII Squadron at RAF Lossiemouth, Scotland. ISTAR Operational Conversion Unit 42 (TB) squadron, also based here, currently trains P-8 Poseidon aircrew and will train E-7 aircrew from 2025.



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USAF B-2s strike Yemen



A US Department of Defense press release stated that, under the orders of President Joe Biden, on October 16, the USAF carried out precision air strikes targeting five underground weapons storage facilities within Houthi-controlled zones in Yemen. At least two B-2 bombers took part in the mission. The B-2 is capable of dropping 30,000lb GBU-57 bunker buster bombs, which could explain why these platforms were used for the raid over fast jets and/or UAVs. The US said that the objective was to degrade the Houthi's almost year-long disruption of global shipping in the Red Sea, Gulf of Aden and Bab el-Mandeb Strait. This is the first operational use of the B-2 in this conflict and the base of operation for the strikes was unconfirmed. USAF/DVIDS

BUFFs arrive in CENTCOM and another European BTF announced



US Central Command announced on November 2 that USAF B-52H Bombers from the 5th Bomb Wing stationed at Minot Air Force Base, North Dakota, had arrived in the Central Command Area of Responsibility (AOR) in the Middle East. The exact location of the bombers was undisclosed but it is believed that they are deployed to deter Iran from attacking Israel. This came a day after the Air Force Global Strike Command announced another scheduled Strategic Bomber Task Force (BTF)-Europe will be heading into the European area of responsibility. It is believed these will be from Barksdale AFB and will operate out of RAF Fairford due to support aircraft arriving at the UK base in early November. USAF/DVIDS

New Dassault UCAV project

DASSAULT AVIATION has announced the launch of a new unmanned combat aerial vehicle (UCAV) programme, designed to complement the forthcoming Rafale F5.

The project, revealed on October 8 during a ceremony at the Saint-Dizier air base, suggests that France, like several other countries, sees the development

of UCAVs as a strategic priority for its aerial power in the coming decades. The announcement coincided with the 60th anniversary of the French Strategic Air Forces (FAS).

Sébastien Lecornu, French Minister of the Armed Forces, was joined by Gen Jérôme Bellanger, Chief of Staff of the French Air and Space Force, and Éric Trappier, Chairman and CEO of Dassault Aviation, to formally announce the development of the UCAV. Trappier gave a precise timeline for the project by stating that this new drone would “contribute to the technological and operational superiority of the French Air Force by 2033.”

The French UCAV, designed to work alongside the Rafale F5, will incorporate stealth technologies, autonomous control with human oversight, and the ability to carry internal payloads. It is planned to be adaptable to evolving threats and will benefit from previous advancements made in the nEUROn programme, which saw Dassault work with firms from six European countries to develop the continent's first UCAV demonstrator.



809 NAS embarks on HMS *Prince of Wales*



LOCKHEED MARTIN F-35B Lightning IIs from 809 Naval Air Squadron (NAS) embarked on HMS *Prince of Wales* in September 2024 for a month of training described in a Royal Navy statement as “a key stepping stone for the squadron and the ship as both gear up to take part in an eight-month global deployment in 2025.”

Eight F-35Bs made a short flight to the

carrier in the North Sea from their base at RAF Marham in Norfolk. It was the first time a Fleet Air Arm fast-jet squadron had embarked on a Royal Navy carrier since 2009 and the days of Joint Force Harrier.

The Royal Navy statement continued: “The squadron will undergo intensive training over the next couple of weeks as pilots earn their carrier qualifications

and personnel integrate with the ship’s company and grow accustomed to the routine at sea.”

809 NAS is the first Royal Navy formation to operate the F-35B. The squadron reformed at Marham at the end of 2023 as the second UK frontline F-35B unit after the RAF’s 617 Squadron ‘The Dambusters’.

New Typhoon radar flies

THE PROTOTYPE European Common Radar System Mark 2 (ECRS Mk2) recently flew on a UK Eurofighter Typhoon.

The Typhoon ECRS 2 Mk2 radar’s first flight followed a programme of integration through ground-based testing, involving collaboration between the UK Ministry of Defence, Defence Equipment and Support, the RAF and industry.

Photos and video issued by BAE Systems showed the aircraft, wearing the markings of the Royal Air Force 41 Test and Evaluation Squadron, taking off from BAE Systems Warton in Lancashire.

A BAE statement said: “The flight is the latest step in the ongoing development programme for the UK Typhoon fleet and strengthens the aircraft’s control of the airspace.”

It added: “The ECRS Mk2 can perform traditional radar functions such as search and targeting, as well as providing advanced electronic warfare capabilities, making it an even more potent capability in NATO’s frontline fleet.

“This will enable Typhoons to locate and deny use of an adversary’s radar with a powerful electronic jamming attack, while staying beyond the reach of threats.”

Tim Bungey, Chief Engineer for ECRS Mk2 at Leonardo UK, said: “Over the past few months, [the radar’s] processor, receiver

and antenna power supply and control units have all been re-engineered from the prototype design to further enhance the capacity, capability and performance of the Mk2 system in alignment with the new antenna and electronic warfare capability.”



Ray Troll/Mark Wright, BAE Systems

Bulgarian F-16 takes flight



LOCKHEED MARTIN announced on October 24 that the first F-16C Block 70 Fighting Falcon destined to join the Bulgarian Air Force (BuAF) had successfully completed its maiden flight from Greenville, South Carolina.

Bulgaria's initial F-16C Block 70 (311)

— which has yet to receive its BuAF livery — graced the skies for the first time at 0930hrs (local time) on October 22, with Lockheed Martin test pilot, Charles 'Seeker' Hoag, at the controls. Confirmation of this maiden flight came some ten months after production of

Bulgaria's first 'Viper' began at Greenville in January.

Bulgaria has become the third nation to clear a first flight event for the F-16C/D Block 70 after Bahrain and Slovakia.

With deliveries expected to begin before the end of 2025, the BuAF will receive 16 F-16C/D Block 70s — comprising ten single-seat F-16Cs and six dual-seat F-16Ds — in total. Sofia initially inked a letter of offer and acceptance (LOA) for the first eight F-16C/Ds in July 2019, before a second order for another eight aircraft was signed in April 2022. The 'Vipers' ordered in the second batch will be delivered from 2027. The training of BuAF pilots and maintainers on the Fighting Falcon has been carried out in the US using two F-16Ds that were gifted to Bulgaria through the Excess Defense Articles (EDA) programme.

BuAF's F-16C/D Block 70s will be based at Graf Ignatievo Air Base and will enable the air arm to retire its ageing fleet of Soviet-era MiG-29 *Fulcrums*.

French Mirages for Ukraine

ON OCTOBER 8, France confirmed it will be sending multiple Dassault Mirage 2000-5Fs to Ukraine.

French Defense Minister Sébastien Lecornu said that the Mirages should arrive in Ukraine by the first quarter of 2025 and training for pilots and maintenance staff is currently underway

in France. It was announced at the end of September that the first batch of Ukrainian pilots had completed training on the French Alpha jet training aircraft. The discussions to send the fighters to Ukraine for the fight against Russia have been ongoing for many months. These jets will be upgraded from their current

state in France prior to delivery, gaining new air to ground radars and anti-Electronic Warfare software. The Mirages will accompany the donated F-16AMs by other NATO partners in the conflict, growing the Ukrainian fourth generation fast jet fleet. The quantity of 2000-5Fs has not yet been disclosed.

First Finnish F-35



IN LATE October the production of Finland's first F-35A, serial JF-501, was underway. The news was shared via an image of Finnish Air Force Col (ret) and F-35 Project Manager, Henrik Elo signing forward fuselage bulkhead of the first aircraft at the Lockheed Martin factory in Fort Worth, Texas.

Finland signed for 64 F-35As in December 2021 after a four-year Hornet replacement programme. The first F-35As for the Finnish Air Force are currently scheduled to be completed in autumn 2025. The first F-35As are due to touch down on home soil in Rovaniemi, Lapland Air Wing by the end of 2026.

Greece buys 35 Black Hawks



ON OCTOBER 29, it was announced that the US Government had authorised a Foreign military Sale contract to Sikorsky, a Lockheed Martin company, to provide 35 UH-60M Black Hawks to Greece.

The deal includes 35 aircraft for the Hellenic Army as well as personnel training, training equipment and an initial provisioning package, which will significantly improve self-defense and bolster interoperability within the nation and with NATO allies.

"The newly contracted UH-60M Black Hawk helicopters are an additional testament for the longstanding relationship Lockheed Martin shares

with Greece, its Armed Forces and defense industries for over 80 years," said Costas Papadopoulos, international business development executive director for Greece at Lockheed Martin.

"The Black Hawk helicopter is the workhorse of multi-mission medium lift aircraft and will enable Greece to perform key operations in the region. These helicopters will join Greece's upgraded F-16Vs, new MH-60Rs, existing F-16s, C-130s, and S-70Bs, as well as future F-35s. This enhanced fleet will provide Greece with extended capabilities for air, land, and sea operations, contributing to the nation's security for years to come."

Czech Republic to buy C-390s

THE CZECH MOD inked a contract for the acquisition of two C-390 Millenniums for the Czech Air Force (CzAF) on October 25, becoming the sixth nation and fourth NATO alliance member state to opt for the Embraer-built multi-mission

strategic transport.

This announcement came just three weeks after the Czech government formally approved the funding of almost \$500m for the two airlifters, which will be delivered in the type's NATO-specific configuration.

Sniper pods for Polish FA-50

POLAND'S NEW FA-50 fighter jets will receive the Sniper Advanced Targeting Pod from Lockheed Martin. The targeting systems were included in a recent US Foreign Military Sale contract worth \$90.68m.

Poland already equips its F-16 fleet with the Sniper pod and Integration of Sniper ATP will improve the tactical effectiveness of Poland's FA-50s by enhancing their ability to identify, track, and engage targets from standoff distances.

NEWS IN BRIEF

Bombardier Defense delivers 8th BACN aircraft

Bombardier Defense announced on October 31, the delivery of an eighth Global aircraft to the USAF for the Battlefield Airborne Communications Node (BACN) E-11A programme at the company's service centre in Hartford, Connecticut. The delivery is part of a \$465m deal and a ninth aircraft is scheduled for delivery in 2025.

German P-8s to operate from the UK

Under a new major defence agreement between Germany and the UK titled Trinity House, Luftwaffe P-8 Poseidon aircraft are due to periodically forward deploy to RAF Lossiemouth in Scotland. These aircraft are due to work alongside the eight British P-8s in the Northern Flank, keeping a watchful eye on Russian activity.

India to build C295s in country

Airbus and Indian aerospace company, Tata Advanced Systems Limited (TASL) have inaugurated the Final Assembly Line (FAL) facility for the Airbus C295 aircraft in Vadodara, Gujarat, India. The 'Make in India' project is to produce a total of 56 C295 aircraft for the Indian Air Force, the largest C295 customer. The TASL FAL facility is due to build 40 C295s and ten more are due to be built and delivered from the Airbus facility in Seville, Spain, as six have already been delivered to the Indian Air Force. The first Indian-built C295 is scheduled to roll-out in September 2026 with all 40 delivered by August 2031.

Turkey's new fighter goes Supersonic

On October 21, Turkey's homegrown advanced trainer and light attack aircraft built by Turkish aerospace Industries (TAI) reached supersonic speed for the first time during a test flight.

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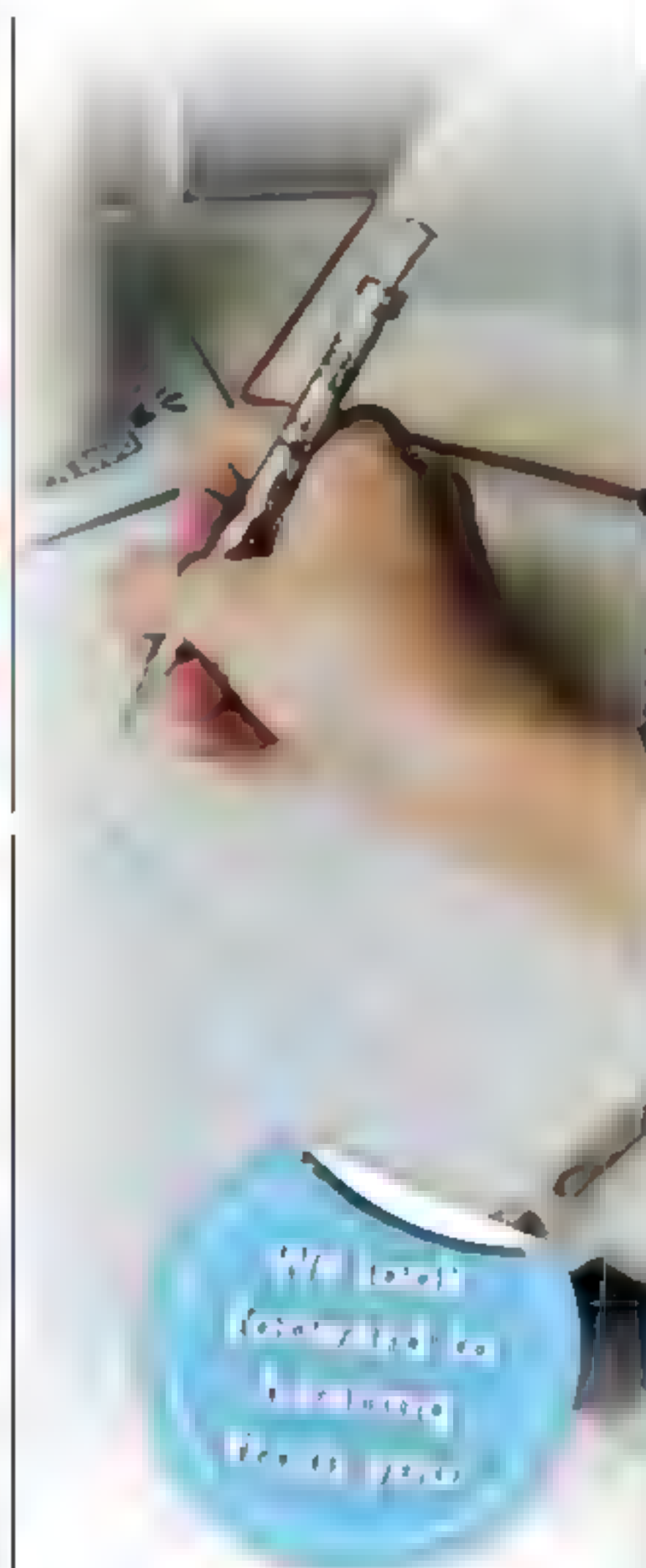
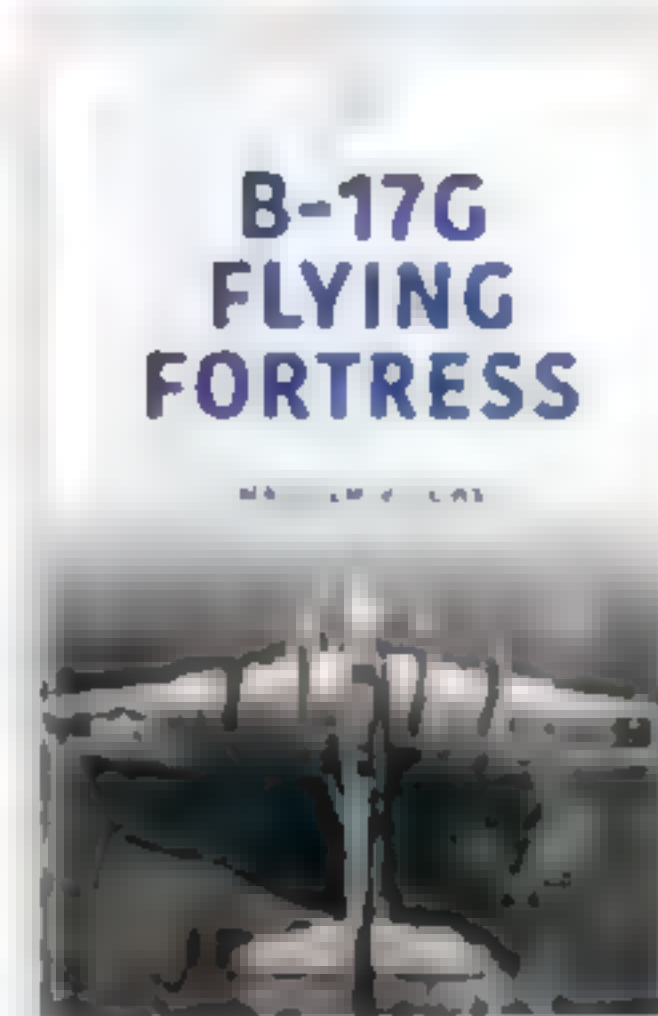
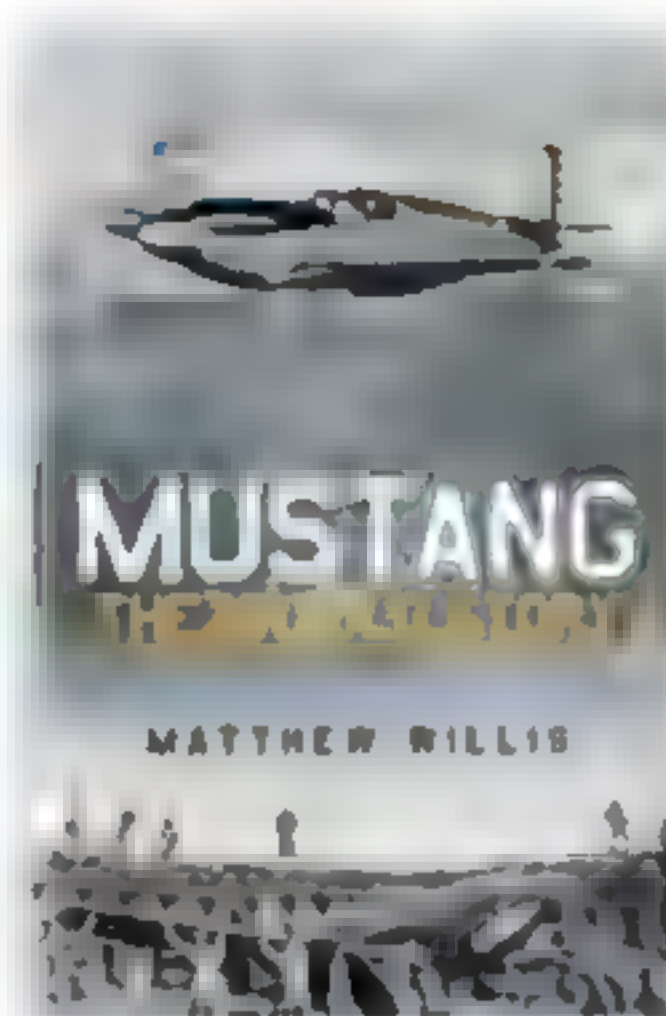
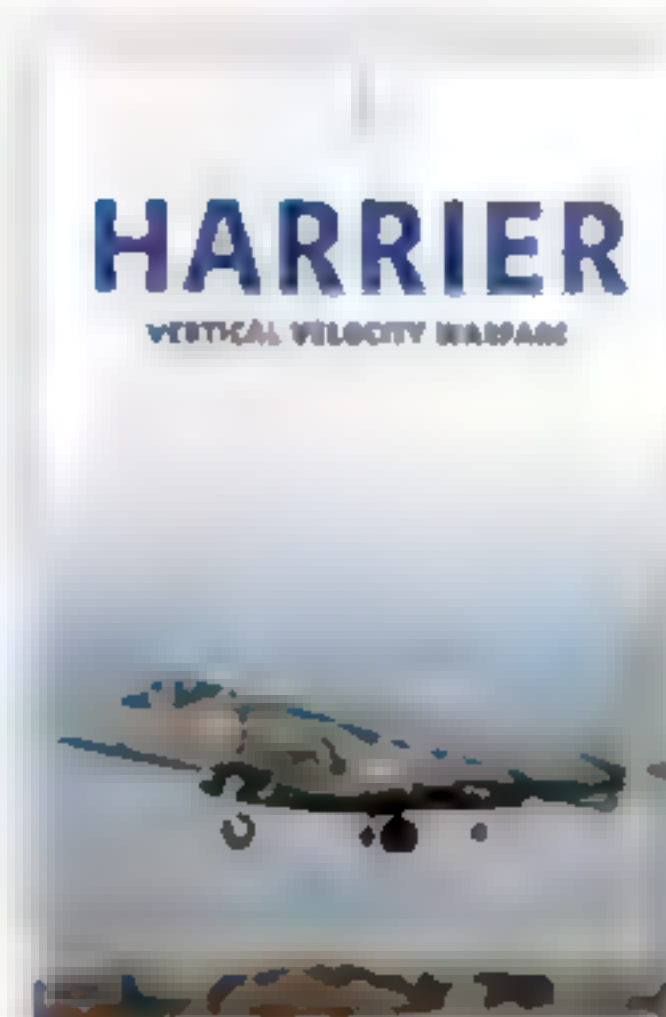
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Museum completes epic Mosquito restoration



De Havilland Aircraft Museum

A MAMMOTH 45-year project to restore de Havilland Mosquito FB.VI TA122 to static display condition has concluded at the de Havilland Aircraft Museum in London Colney, Hertfordshire. The completed

aircraft was rolled out on October 13.

During the restoration it was established that TA122 had served with 605 Squadron Royal Auxiliary Air Force as UP-N in the latter months of World War Two and

undertook one operational combat sortie, a night intruder mission flown by Wg Cdr Angus Horne. Consequently, it has been finished in these markings.

TA122 is the third Mosquito to be restored at the museum, following prototype W4050 and B.35 TA634. The wing section and various other components were sourced from a former Israel Air Force Sea Mosquito T.33. The major task of rebuilding the wings began in 1985, with the fuselage lowered into position in 2009. Then began the reassembly of the Merlin 25 engines and undercarriage structure, the building of new flaps and much more. The FB.VI can now take its place on display alongside the original prototype. With thanks to Philip Birtles

First Buccaneer S2 for Binbrook

FORTY-ONE years after it was installed at RAF Honington in Suffolk as a gate guardian, the prototype Blackburn Buccaneer S2, XK526, has been acquired by the RAF Binbrook Heritage Centre and was due to move north to Lincolnshire at the end of September.

Originally constructed at Brough in Yorkshire as a pre-production Buccaneer S1, XK526 made its first flight on August 29, 1960, being taken on charge by the Royal Navy two months later. It then went back to

the manufacturers for conversion to become the first S2, which involved replacement of the de Havilland Gyron Junior engines with the more powerful Rolls-Royce Spey turbofans. XK526 made its maiden flight as an S2 on May 17, 1963. It was one of just two Buccaneers to fly in both S1 and S2 configuration, and went on to be used on a variety of development and trials work, most notably on catapult launch trials with the Royal Aircraft Establishment at Bedford during August 1964, followed by a period on radar evaluation.

Relocated by road to RAF Honington in 1980, it was initially used for instructional purposes with the maintenance serial 8648M until going on the gate three years later. Fortunately, XK526 was later resprayed with a high-gloss paint finish that has helped protect the airframe, and the canopy was painted black to prevent the Perspex clouding. Said to be in better condition than had been feared, the Buccaneer will be replaced on the Honington gate by a Panavia Tornado GR4.

Corsair for Intrepid

ON THE night of October 1, 2024, the Intrepid Museum in New York city took delivery of a former United States Navy (USN) FG-1D Corsair (BuNo 92013), on loan from the National Naval Aviation Museum in Pensacola, Florida.

The 1945 Goodyear-built machine, which currently wears the famed colours of Lt Cdr Tom Blackburn's Fighter Squadron 17 (VF-17) F4U-1A Corsair BuNo 17649 Big Hog, arrived from the US Naval Aviation Museum at Washington Navy Yard, where it had been suspended from a ceiling for some three decades.

Following its arrival, the Corsair was rolled into the museum's Aircraft Restoration Hangar where in-house specialists will work on the aircraft's structure, before painting. Work is expected to be completed by early March 2025.



Intrepid Museum

Jet Aviation reconfigures two BBJs

JET AVIATION has re-delivered a pair of identical 737-800 Boeing Business Jets (BBJs) to an undisclosed customer. The company said the two aircraft had undergone a ten month-long cabin interior replacement, which represented the shortest downtime its interior completion centre in Basel, Switzerland, has ever achieved.

Christoph Fondalinski, Jet Aviation's VP for completions, explained: "Less than ten months from arrival to certification and re-delivery is an incredible achievement,

especially for two cabins of this complexity. Our in-house teams worked hand-in-hand with the customer to understand their specialised requirements and craft interiors that met these through a combination of state-of-the-art engineering and innovative production techniques. The result was our shortest downtime for two simultaneous aircraft to date and is further testament to our ongoing pursuit of industry-leading efficiency, service, and quality."

Meanwhile, Jet Aviation announced it has acquired Jet IN's Fixed Base Operation

(FBO) and ground handling services based at Milwaukee International Airport. The FBO provides handling and refuelling, as well as services for both passengers and crew, and opened in 2023. It features a 10,000sq ft (929m²) passenger terminal, 40,000sq ft (3,716m²) of hangar space, a 10,000sq ft maintenance shop and more than three acres (12,140m²) of dedicated ramp space.

Jet Aviation currently has a network of 30 FBOs across the world, including ten in the US.



G8000 production begins



BOMBARDIER ANNOUNCED on October 21, that the manufacturing of the first Global8000 aircraft has commenced at its facilities in Saint Laurent, Quebec, Red Oak, Texas and Querétaro, Mexico, as each site builds key components. The aircraft is to be

the fastest civil aircraft since Concorde, reaching a speed of Mach 0.94 and have a range of 8,000nm.

The first-built G8000 is scheduled to be completed and enter service in the second half of 2028, according to the Canadian aerospace giant.

Bombardier delivers 100th Challenger 3500

BOMBARDIER ANNOUNCED on October 31 that the 100th challenger 3500 aircraft had been delivered. The aircraft entered service in 2022, and with this delivery, the Bombardier Challenger 3500 becomes the fastest platform to reach 100 deliveries in the super-midsize category.

High-speed Wifi for G650 and G650ER

ON OCTOBER 28, Gulfstream announced it had received Federal Aviation Administration supplemental type certification to install Starlink high-speed internet on the award-winning G650 and G650ER aircraft.

This FAA approval gives G650 and G650ER customers the added convenience of working directly with Gulfstream to upgrade connectivity for their aircraft.

'Bel Can-do'



In November 2022 we introduced the Bel Canto. Instantly making haute horology accessible. This subtly chiming timepiece caused a cacophony. And enormous demand. (The first 600 sold out in 8 hours.) Asked could we produce 5,000 annually, our Swiss CEO Jorg Bader Snr replied: "No. But we'll find a way." Because that is our way. Today, our supply chain is as fit for purpose as the gear chain of the new Bel Canto Classic. Which features a dressed-up dial. A dialled-down handset. And a gorgeous guilloché finish, with a precision only achievable (and affordable) using a femto laser. Outward displays, we like to think, of inward grace.

(Bel Can-)Do your research



christopherward.com



Farewell

Mike Henry and Joe Campion visited Travis Air Force Base in California for the retirement of the USAF KC-10 Extenders, replaced by the KC-46A



▼ *Excalibur* parked on the apron during the retirement ceremony at Travis AFB, California Sam Martinez

'GUCCI10' departed Travis AFB on September 26, 2024, marking the end of 43 years of military service for the McDonnell Douglas KC-10A Extender as it made its final military flight for the USAF. The final active-duty aircraft was serial 79-1948, named *Excalibur*, assigned to the 9th Air Refueling Squadron (ARS), 60th Air Mobility Wing (AMW). *Excalibur* was the ninth KC-10 Extender

produced and delivered to the USAF on July 28, 1982. At the time of the ceremony, 79-1948 had amassed 36,824.9 flying hours, topped off more than 125,000 receivers and participated in every major conflict and US operation from 1983 to 2023.

During the ceremony, *Excalibur* was parked outside a hangar where notable guests spoke about the KC-10 and its crews' accomplishments.



Extender



In a bit of poetic foreshadowing, a KC-46 Pegasus was parked just behind. As *Excalibur* taxied into the past, the Pegasus, the present and near future of the USAF's long-range refuelling, stood ready to take up its mantle. On departure, GUCCI10 was fittingly escorted to Davis-Monthan and the Boneyard at AMARG by a pair of F-15Cs of the California Air National Guard 144th Fighter Wing. In the months prior to *Excalibur's* final take off, the level of final flights of the remaining KC-10s increased: 84-0191 went to the USAF museum in April, 86-0030 headed to the Boneyard on July 11, with 86-0038 following on August 22 and 86-0031 on September 5.

Speaking at the retirement ceremony, 60th AMW



◀ Col. Jay Johnson, 60th Air Mobility Wing commander, gives remarks during the KC-10 Farewell Ceremony USAF/Tech. Sgt. Daniel Peterson



Retirement Report

commander, Col Jay Johnson, said: "The KC-10's legacy is not just about a collection of impressive statistics, but, more importantly, it's about the people, community and the airmen who made the aircraft what it is. As the KC-10 takes its last flight, its legacy doesn't end. With that last touchdown, those lessons will be passed on through friendship, through the knowledge you all have passed down through generations."

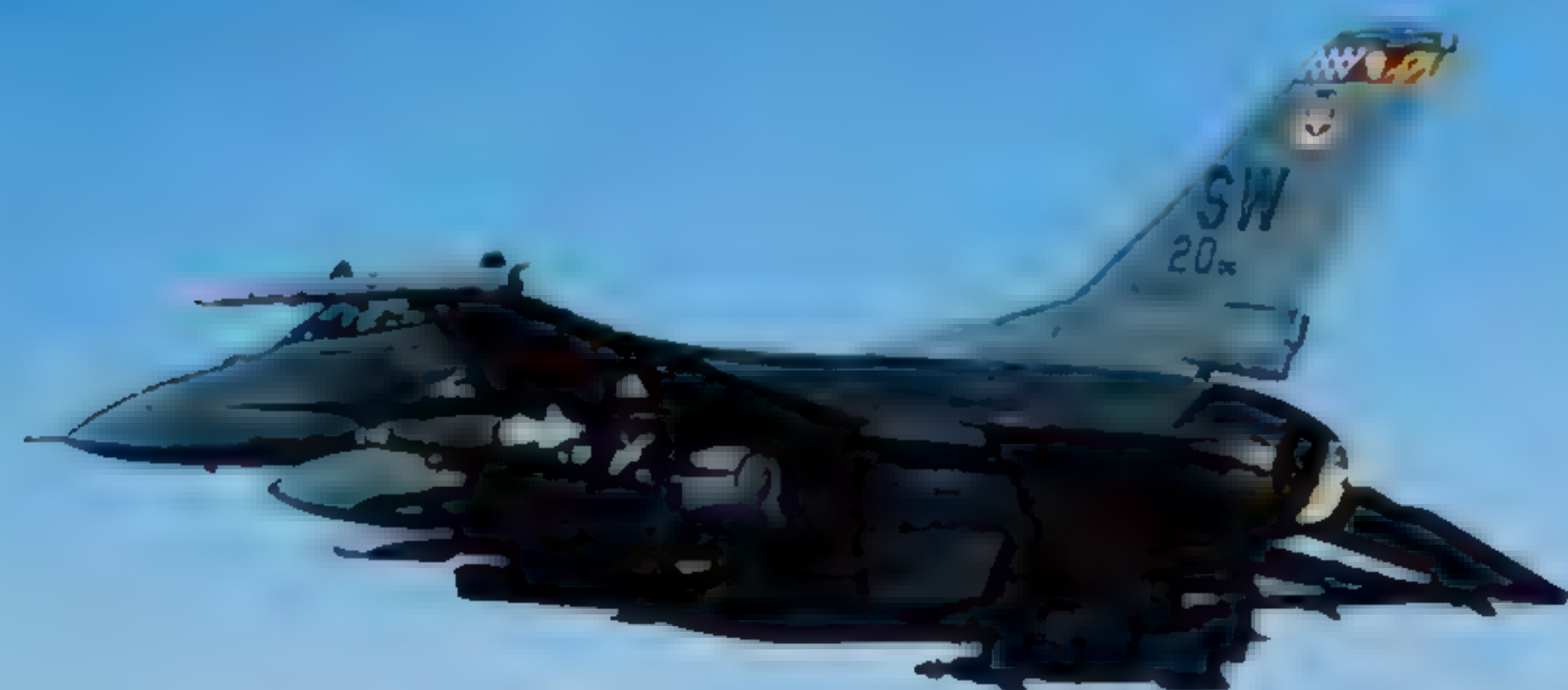
Extending the USAF

The KC-10 came into existence due to the Advanced Tanker Cargo Aircraft Program launched in 1975. This is when it became apparent that the venerable KC-135 did not have the capacity or range required to support long-range refuelling, particularly for ferry flights or operations where airspace or landing rights were denied. The KC-10, based on the McDonnell Douglas DC-10-30CF, beat

out the Lockheed L-1011, Boeing 747 and Lockheed C-5 as contenders for the programme. The KC-10 was ultimately selected over the 747 due to its ability to operate from shorter runways and because it retained 88% parts commonality with its civilian airline siblings, saving money on spare parts.

The KC-10 first flew on July 12, 1980, and completed its first aerial refuelling mission in October that year. The first non-test aircraft were delivered to the newly formed 22nd Air Refueling Wing (ARW) at Barksdale AFB in March of 1981 and reached initial operating capability (IOC) in August 1982 and full operational capability (FOC) in December 1985. Other early squadrons under the old Strategic Air Command (SAC) included the 68th and 4th ARWs at Seymour Johnson, 802nd ARW in the Azores and 1709th ARW in Saudi Arabia, along with reserve commands at Barksdale AFB (98th Air Refueling Group), Seymour Johnson (916th ARG)

▼ A USAF 908th Expeditionary Air Refueling Squadron KC-10A Extender refuels an F-16 Fighting Falcon from the 79th Expeditionary Fighter Squadron over eastern Afghanistan USAF/DVIDS





▲ TSgt Mason Wells, KC-10 boom operator instructor, 6th ARS, makes contact with a KC-46 under the watchful eye of MSgt Daniel Fortier, boom operator evaluator, 70th ARS
All images Mike Henry unless stated



▼ Maj Trent Colburn at the controls of HEFTY75, a C-5M from the 60th AMW, as it pulls up to GUCCI40 with MSgt Daniel Fortier guiding the boom

and March AFB (452nd and 722nd ARW).

After the dissolution of SAC, the Air Mobility Command (AMC) was established and the 305th AMW at McGuire AFB received KC-10s in 1994 with the 2nd and 32nd Air Refueling Squadrons, whose Extenders were retired in 2021 and 2023 respectively. In later years, both McGuire and Travis AFB served as the schoolhouse for KC-10 pilots and boom operators.

The final operator of the KC-10, the 60th AMW at Travis AFB, received its first aircraft in 1994, also under the AMC, and had two active-duty squadrons: the 9th ARS and 6th ARS, along with the 70th and 79th ARS under the USAF Reserve Command's 349th AMW, which is associated with the 60th AMW.

The initial order by the USAF was for 12 Extenders, which was later increased to the 60 that were ultimately delivered through to November 1988. It should be noted that the final 20 built were equipped with wing air refuelling pods (WARP) to service multiple probe receivers at once. Of the 60 KC-10s delivered, only one, 82-0190, was lost during a ground incident at Barksdale AFB in Louisiana on September 17, 1987. All 59 others remained in service until the KC-10 fleet withdrawal began in 2020.

With a fuel capacity of 356,000lb and a range of 3,800nm with a maximum cargo capacity, the KC-10 provided a significant improvement over the KC-135's 150,000lb fuel capacity and 1,500nm range. A typical payload of 170,000lb and 75 people would allow for an unrefuelled range of up to 4,400 miles. The KC-10 was also designed to be refuelled mid-air itself – by a KC-135, KC-46 or another KC-10 – further extending its range, and could reverse flow fuel from its receptacle up front in the event it needed to refuel a tanker that lacked a receptacle, such as unmodified KC-135s.

The KC-10's boom operator controlled refuelling operations through a fly-by-wire system. Sitting in the rear of the aircraft, they could see the receiver



Retirement Report



Capt Jeff Schafer of the 9th Air Refueling Squadron checks clearance as he guides his KC-10 onto the boom of a KC-46 Pegasus

aircraft through a wide window without needing to lie prone as in the KC-135. During boom refuelling operations, fuel was transferred to the receiver at a maximum rate of 4,180 litres per minute, while the maximum rate for hose and drogue refuelling was 1,786 litres per minute. The automatic load alleviation and independent disconnect systems greatly enhanced safety and facilitated air refuelling. The large cargo-loading door could accept most air forces' fighter unit support equipment, while the cargo compartment could accommodate loads ranging from 27 pallets to a mix of 17 pallets and 75 passengers.

The KC-10 was last upgraded in 2017 with a more modern cockpit featuring MFDs and superior avionics.

Aside from those that now reside in the Boneyard, three USAF aircraft are on static display at the National Museum of the USAF in Ohio, the March Field Air Museum at the March Air Reserve Base in California and the Air Mobility Command Museum

at Dover Air Force Base in Delaware. The aircraft at Dover, serial 79-0433, was the first ever KC-10.

A career in theatre

The KC-10's superior range and payload capabilities were used in 1983 during Operation Urgent Fury in Grenada, and again during Operation El Dorado

KC-10 Extenders assigned to the 908th Expeditionary Air Refueling Squadron parked on the flightline for the 380th Air Expeditionary Wing at an undisclosed base in Southwest Asia USAF/ Master Sgt Jenifer Calhoun

A WELL RECEIVED SIGHT IN THE SKY

From a fighter pilot's perspective, the KC-10 was nearly perfect and, in most cases, was their preferred tanker. One Super Hornet pilot stated that the KC-10 was "always the smoothest ride. Big, fluffy basket. Nothing better than seeing 10s on the schedule in country, especially at night." That assessment was reiterated by an F-15 pilot, who said that the bright indicator lights worked very well on the KC-10 and its size meant you could park the throttles once contact was made and maintain contact easily through the refuelling process. On ferry flights from the west coast of the US to Hawaii, one KC-10 could drag six fighters with absolute confidence, while it would take two KC-135s to do the same job. While KC-10 crews nicknamed the Extender 'Big Sexy, Shamu' or 'Gucci', the Eagle pilot referred to it as 'Ol' Reliable'.





◀ An F-16 Fighting Falcon dispenses a flare after refueling from a KC-10 Extender from Al Dhafra Air Base, UAE, in 2021
USAF/DVIDS

Canyon in 1986, where 24 F-111 Aardvark multirole combat aircraft were launched from RAF Lakenheath and joined by five EF-111 Ravens from RAF Upper Heyford. During El Dorado Canyon, due to diplomatic reasons, overflight rights were denied by France, Spain and Italy, which required the USAF strike package to fly around Spain and over the Straits of

Gibraltar for a 6,400 mile round trip to reach targets in Libya. Inbound refuelings were done in radio silence to preserve operational security.

On August 7, 1990, four KC-10s dragged the first squadron of fighters, 24 F-15Cs of the 71st Fighter Squadron, to Saudi Arabia to kick off Operation Desert Shield, which marked the beginning of 33

▼ KC-10s were a regular sight at RAF Mildenhall
Chris Gilligan



Retirement Report

► A B-1B Lancer is refueled by a KC-10 over an undisclosed location in 2018. The aircraft were taking part in strikes against Syrian targets USAF/Staff Sgt Erica Rodriguez



▼ A KC-10 assigned to the 305th Air Mobility Wing at McGuire Air Force Base refuels two RAF Eurofighter Typhoons USAF/Staff Sgt Andy M Kin

years of combat deployments for the tri-jet, including Desert Storm. Additional conflicts in which the Extender participated include Operations Deliberate Force (Bosnia), Allied Force (Kosovo), Enduring Freedom (Afghanistan), Odyssey Dawn and Unified Protector (Libya). The last combat flight for the KC-10 took place in October 2023, from Prince Sultan Air Base in Saudi Arabia, when the forward deployed 908th Expeditionary Air Refueling Squadron (EARS) was disestablished.

The final unit and the future

In the final days of KC-10 operations, *Aviation News* spoke to 9th ARS commanding officer, Lt Col Andrew Baer, at Travis AFB, with only a few KC-10s remaining on the huge apron. He said: "Although the KC-10's primary mission is aerial refuelling, it can combine the tasks of a tanker and cargo aircraft by refuelling fighters and simultaneously carry spare parts and support personnel and their equipment on overseas deployments. The KC-10 is a wonderful aircraft that has served America and its allies for more than 40 years. We will all miss the jet's speed, capability and dependability."

The 9th ARS were onboarding KC-46 Pegasus



A GUCCI RIDE

In August 2024, *Aviation News* had the opportunity to ride on the final media flight aboard the KC-10 *Excalibur*. Our callsign for the day was 'GUCCI40'. Walking around the aircraft and being in the cockpit during preflight checks, you couldn't help but be in awe of the size of the jet and the complexity of the flight engineer's station. The KC-10 has far less insulation than its DC-10 sibling, making the engine start-up process a conversation killer as the three GE F103's roar to life. The 156,500lb of combined thrust made quick work of the runway with a near empty aircraft and we were high above Travis and on the way to the refueling tracks above northern California and western Oregon in no time.

The first order of business on our flight was to make contact as a receiver with a KC-46. The *Excalibur* crew made it seem easy as we slipped behind the new aircraft, following the reference lights underneath. Once several contacts were made for currency, it was our turn to be the provider for the Pegasus. The walk back from business class to the boom operator's office was through the cargo area, providing a first-hand glimpse into why the Extender could carry so much cargo.

A short stairway toward front leads you into the refuelling station. The boom operator's seat is directly in front of a large window with a stick on each side, one controlling the yaw and the other the pitch and extension of the boom. There are seats on each side of the boom operator for an instructor and/or student.

The dimly lit room became much brighter once the window opened, revealing farmland framed by rugged mountains and wilderness areas. On this flight, which was a currency training flight for both boomers and receivers, there were three instructors on board, taking turns making contact and providing oversight for the other instructors. After the KC-46 broke away, our next receiver joined up: C-5M Super Galaxy 'HEFTY75', every boomer's favourite aircraft to refuel.

HEFTY75 made several contacts before drifting back and below over the coast of Oregon to make room for 'GRIZZLY77', a C-17 Globemaster, also from Travis. Flying above the coastal clouds, the crews made quick work of the contacts before breaking away to return back to Travis. Seeing first-hand the co-ordination and skill of the boomers, the KC-10 pilots and the receiver aircraft was nothing short of incredible.

aircraft while simultaneously divesting its fleet of KC-10s, with the squadron now focused on utilising the KC-46 to extend the reach of the USAF and its allies. While the KC-10's capabilities and reliability will be missed, the KC-46 is ready and able to assume the role as the long-range aerial refueller. With the fleet already exceeding the KC-10's total production [88 at the time of writing and 179 on order]. While there won't be a smiling face or friendly wave in the window, the refuelling process and characteristics will remain very similar to the KC-10, with the added benefit of an open production line, modern avionics eliminating the need for flight engineers and significantly more efficient engines with greater range [7,350 miles unrefuelled]. making cost and sustainment more affordable in the near term in spite of the lower fuel capacity [212,299 lbs total capacity vs 356,000 lbs] and less cargo to carry [65,000lbs cargo and 114 passengers vs 170,000lbs of cargo and 75 passengers]. However, the Pegasus is in 'the web', with Link16 capability baked-in, making it much easier for receivers to find in any environment.

When *Aviation News* asked what is next for the KC-10 aircrew, Baer said: "KC-10 aircrew will transition to the KC-46 via the Pilot Transition Course or Boom Transition Course, both of which are intensive programmes that instruct crew on the differences between the airframes. Most crews of the 9th ARS are transitioning to the KC-46, but some are moving to other aircraft in the USAF inventory, including the C-17 and C-5, while others are moving to the KC-135, C-130, Distinguished Visitor Airlift aircraft, and various training aircraft."

The people that operated the KC-10 all loved it, as did the pilots that relied on it to stay airborne. When everyone is happy with the service you provide, you will be missed when you hang up your boots. That is the legacy of the KC-10. Picking up the heavy spade is the newer, more technically advanced Boeing KC-46A Pegasus. With its Link-16, top of the range Remote Vision System, newer and more durable engines, it will be tough, but it certainly seems equipped to fill those Gucci boots.

AN



▼ The Gucci patch worn by the crew of GUCCI40



A RACE ACROSS THE WORLD

Pete London takes us back to what could be labelled as the craziest ever aerial race. The MacRobertson boasted a huge total distance, a variety of locations and multiple challenges!

The race began on October 20, 1934, at a damp and newly-opened Mildenhall airfield. Before some 60,000 spectators, aircraft – big and small, advanced and humble – began what's often described as the greatest, most demanding aerial race ever devised: a staggering 11,300 miles from Suffolk, England, to the south-eastern part of mainland Australia.

The organisers required stops en route including: Baghdad, Iraq; Allahabad, India; Singapore; Darwin, Northern Territory, Australia; Charleville, Queensland; and finally, Melbourne, state capital of Victoria.

The race had come following a suggestion, in 1930 by Melbourne's Lord Mayor Harold Smith, that Victoria's coming centenary celebrations include an air race linking the two nations. Enthusiastically embraced, sponsorship came from the city's confectionary magnate, Sir Macpherson Robertson, of MacRobertson's Chocolates. Rules were drawn up by Britain's Royal Aero Club (RAeC) and prize money totalled £15,000.

Two race categories were created: a speed division

for the outright fastest machines, and a handicap division for the best overall performance by any entrant finishing within 16 days. This was calculated using a formula which factored variations, including relative engine power and weights. No limits were set on aircraft size, power, or crew numbers. Apart from the compulsory stops, competitors could choose their own route. Twenty-two optional landing points were created, where fuel, oil, provisions and overnight rest would be available.

Entrants and starters

Of the 64 original entries, just 20 aircraft actually started the race. They included de Havilland DH.88 Comets G-ACSP, G-ACSR and G-ACSS, drafted specifically for the competition with a range of almost 3,000 miles and a top speed of nearly 240mph. In January 1934, patriotic and publicity-minded Geoffrey de Havilland had announced his firm would construct the new design, provided he received orders for at least three examples by the end of February.

This was no problem as celebrated husband and

▼ DH.88 Comets G-ACSP Black Magic and 'CSR' at Mildenhall before the race, along with Gee Bee R-6H NR14307 QED All images Pete London Collection





▲ Roscoe Turner, Don Young and Clyde Pangborn with Boeing 247D NR257Y Warner Bros Comet

wife long-distance aviators Jim and Amy Mollison, 12-to-1 favourites, took GACSP Black Magic (racing number 63). (Jim had previously flown Australia-England.) All-green G-ACSR (19) was piloted by Owen Cathcart Jones and Kenneth Waller, and red-and-white 'CSS Grosvenor House (34) by Charles William Anderson Scott (former record holder for the route) and Tom Campbell Black. Scott said before the race: "Our job is to get there first and we think we have the right type of machine."

Three airliners participated. These were modified a Boeing 247D, NR257Y Warner Brothers Comet (5) which carried Roscoe Turner, Clyde Pangborn and Reeder Nichols. KLM entered Douglas DC-2 PH-AJU Uiver (Stork) (44), with Amsterdam-Batavia route veteran pilots Jan Moll and Koene Parmentier, the crew totalling four, plus three passengers. Auckland's DH.89 Dragon Rapide ZK-ACO Tainui (60) flew with New Zealanders James Hewitt, Cyril Kay and Frank Stewart.

Counterpointing these machines, various small types included Miles Hawk Major XK-ADJ Manawatu (2), piloted by Sqn Ldr Malcolm McGregor and Henry 'Johnnie' Walker, and DH.80 Puss Moth VH-UQO My Hildergarde (16) with wealthy 21-year-old Jimmy Melrose, whose uncle was Noel Pemberton Billing. Melrose had recently beaten the Australia to England

flying time. Brand new B A Eagle G-ACVU, christened The Spirit of W Shaw & Co Ltd, and further signed Wellington Cast Steel Foundry, Middlesbrough, England (47), carried lone British flyer Flt Lt Geoffrey Shaw, who admitted he'd never previously flown further than "near Paris".

Jacqueline Cochran and Wesley Smith piloted Granville Gee Bee R-6H NR14307 QED (46), while Harold Brook and passenger Ella Lay entered with Miles M.3 Falcon G-ACTM (31). Fairey Fox I G-ACXX (ex-J8424) (62) carried James Baines, a Brit, and New Zealander Fg Off Harold Gilman.

The smallest competitor was Lambert Monocoupe 110 Special NR501W Baby Ruth (33) with Jack Wright and John Polando, employing a cropped, 23ft 3in span wing.

Australia's Ray Parer, who had toiled so bravely with John McIntosh and DH.9 G-EAQM in 1919's England-Australia race, flew Fox I G-ACXO (35), along with Geoffrey Hemsworth. Gerrit Geysendorffer, Dick Asjes and Pieter Pronk crewed the Dutch trimotor mailplane, Pander S.4 PH-OST Panderjager (6). The Airspeed company was represented by two aircraft: distant cousins Sqn Ldr David Stodart and Sgt Pilot Ken Stodart flew AS.5 Courier G-ACJL (14), while Thomas Neville Stack, Sydney Turner and Butch McArthur entered with AS.8 Viceroy G-ACMU (58).

The green light

First away from Mildenhall were the Mollisons in Black Magic, followed two minutes later by Turner, Pangborn and Nichols. Last off, Neville Stack had been filming the departures. It was planned to compensate the competitors' staggered starts by regulating time on the ground at Singapore. While the Comets made for Baghdad, the DC-2 and Panderjager set off for Rome, with Cochran and Smith aiming for Bucharest. Baby Ruth had to alight at Lyon for fuel, before making Rome where its crew rested for the night.

Early tragedy and retirements

Various woes befell the competitors along the huge journey and the event was still in its early stages

"Of the 64 original entries, just 20 aircraft actually started the race"



► Prior to the race, Douglas DC-2 PH-AJU and Pander S.4 PH-OST at Schiphol airport



▲ Gerrit Geysendorffer, Dick Asjes and Pieter Pronk flew the trimotor Pander S.4 PH-OST Panderjager

“Huge crowds gathered at Melbourne’s rainy Flemington racecourse to await the first arrival”

when tragedy struck. On October 22, between Rome and Athens, the Fox, with James Baines and Harold Gilman, crashed and caught fire near Palazzo San Gervasio, in Potenza province, Italy. Though rescuers arrived quickly, both men died on their way to hospital.

Stack and Turner retired at Athens after their Viceroy developed electrical problems. Jackie Cochran and Wes Smith called it a day at Bucharest after suffering fuel valve troubles, defective flaps and a sticking canopy. Geoffrey Shaw got as far as Bushehr in Iran where the Eagle’s undercarriage was badly damaged on alighting, and he too retired. By the end of the first day, the Mollisons, leading the race, had arrived at Baghdad.

During its late evening take off run from Allahabad on October 26, Panderjager hit an aerodrome service vehicle, bursting into flames. Although the aircraft was destroyed, happily, all three crewmen survived. Also at Allahabad, the DC-2 lost time when its crew absent-mindedly left without one of their passengers and had to return to pick him up. The Monocoupe, its engine valves overheating, made Bushehr, Jask, Karachi,

Jodhpur and Allahabad. On October 28, reduced to a maximum of 100mph, the machine alighted at Dumdum airport, Calcutta, where Wright and Polando finally withdrew.

Meanwhile, Grosvenor House had touched down at Baghdad after the Mollisons had left but departed after a mere half-hour turnaround. Leaving out a Karachi stop, Scott and Campbell Black flew direct to Allahabad, overtaking Black Magic and were the first competitors to arrive. Despite a severe storm over the Bay of Bengal, the men reached Singapore safely, ahead of the DC-2 in second position.

By then the Mollisons had called a halt. They had been obliged to refuel using local bus petrol after an unscheduled stop at Jubulpore, India. En route to Allahabad a piston had seized and though the two made a safe arrival, Black Magic’s race had ended.

Over the Timor Sea bound for Darwin, the port Gypsy Six R of Grosvenor House lost power, but the machine laboured onward. While mechanics attended to the engine, back in Britain its designer, Frank Halford, heard the news and telephoned through to Darwin. Discussing the trouble, he concluded the aircraft should be able to keep going, though at reduced power. Scott and Campbell Black duly continued to Charleville, where the engine received further attention.

Community spirit

Leaving Batavia, The DC2 too arrived in Australia. Following a night take off from Charleville though, Uiver became lost in a thunderstorm. Wandering over New South Wales, it was heard in Goulburn, Wagga Wagga, and finally Albury. There, to try to help the Dutchmen, a municipal engineer went to the town’s power station with the local postal inspector who knew Morse code. ‘A-L-B-U-R-Y’ was signalled by turning the town’s street lights on and off.

A local radio announcer appealed to car owners to



► After crossing the finishing line at Flemington racecourse, DC-2 Uiver alighted at nearby RAAF Laverton airfield



◀ A poster advertising the 'World's Greatest Air Race' which marked Melbourne's centenary

drive to Albury's racecourse, to light an improvised runway for the machine. Uiver duly landed safely and next morning was pulled from the ground's cloying mud by a crowd of local people. But Parmentier, unwilling to attempt a take off fully laden from the sticky surface and limited available space, departed with just Moll.

Chequered flag

Huge crowds gathered at Melbourne's rainy Flemington racecourse to await the first arrival. At 1534hrs on October 23, outright winner Grosvenor House crossed the finishing line, Scott and Campbell Black's elapsed time 70 hours, 54 minutes and 18

seconds. Addressing the throng a short time later, Scott naturally remarked over the journey's huge distance and on its disorientating effect.

Second in the speed division, the DC.2 reached Flemington just over ten hours after Grosvenor House. The Boeing took third place, Movietone describing Turner, Pangborn and Nichols as "tired but cheerful". In their arrival speech, the men hinted that a glass of beer might be in order, before going off for a good meal, a hot bath and sleep. Cathcart Jones, Waller and Comet 'CSR came fourth – their time 108 hours 13 minutes. Altogether, 12 out of the 20 machines finished the route.

With Grosvenor House and Uiver taking the first and second handicap prizes, as well as the speed awards, Jimmy Melrose was placed third, the youngest and only solo flier to finish. The first Australian to see Melbourne, David Stodart, also the oldest competitor, came fourth in the Courier along with his cousin. New Zealanders McGregor and Walker achieved the fastest time for a single-engined machine with Manawatu, achieving fifth.

Meanwhile, Tainui had scraped into Baghdad, one engine having stopped a short distance away. Bound for Singapore, Hewitt, Kay and Stewart ran into a severe thunderstorm before safely alighting at Seletar. Crossing the Timor Sea, via Darwin and Cloncurry (where they encountered a willy-willy, or desert whirlwind), they headed toward Melbourne. However, while taking off Tainui struck a wire fence, damaging its port propeller, port spar and tailwheel. Quickly repaired, the machine arrived on November 3, achieving sixth place in the handicap.

Following their withdrawal, Stack and Turner sued Airspeed, claiming the Viceroy vibrated excessively, its brakes locked up, the electrics were faulty, and fuel consumption twice what they'd been told. Airspeed responded, describing these points as "trivial defects". The pair finally withdrew their accusations, handing back the aeroplane, for which Turner had paid £2,448 as a first instalment, plus a further £1,850. Truly, the great race had produced its winners and losers.

▼ After the race – DH.89 ZK-ACO Tainui at Sydney aerodrome, prior to crossing the Tasman Sea to return home.





A CAREER AT

FULL THROTTLE

Aviation News talks to former US Navy Commander, Blue Angel, display and stunt pilot Scott 'Intake' Kartvedt about his career

Q Take us through your career path: how did you start, where did you train and which aircraft did you fly during training?

A I started my career in aviation after watching the movie *Top Gun* in May 1986. My best friend and I were inspired to become fighter pilots in the military. He ended up flying F-15s in the USAF, while I was fortunate enough to fly FA-18s in the Navy. I trained in Milton, Florida, on the T-34 Mentor, then moved on to NAS Kingsville, Texas, where I flew the T-2 Buckeye in the A-4 Skyhawk. After receiving my wings, I moved to Jacksonville, Florida, and completed the FA-18 Fleet Replacement Squadron (FRS) at VFA-106.

I was posted to Japan, where I participated in Operation Southern Watch with VFA-192. Later, I became a landing signal officer (LSO) with VMFAT-101 'The Sharpshooters' in El Toro and subsequently Miramar, California. I was then selected to join the Blue Angels, where I served for three years before receiving orders to VFA-15 in Virginia Beach, Virginia. Immediately after joining, I deployed for Operation Iraqi Freedom in 2003. My command tours included FA-18 Command at VFA-83 and I also stood up the first F-35 squadron, VFA-101 'Grim Reapers', in Fort Walton Beach, Florida.

Q You deployed to the Middle East in 2003. Which other operational theatres have you seen?

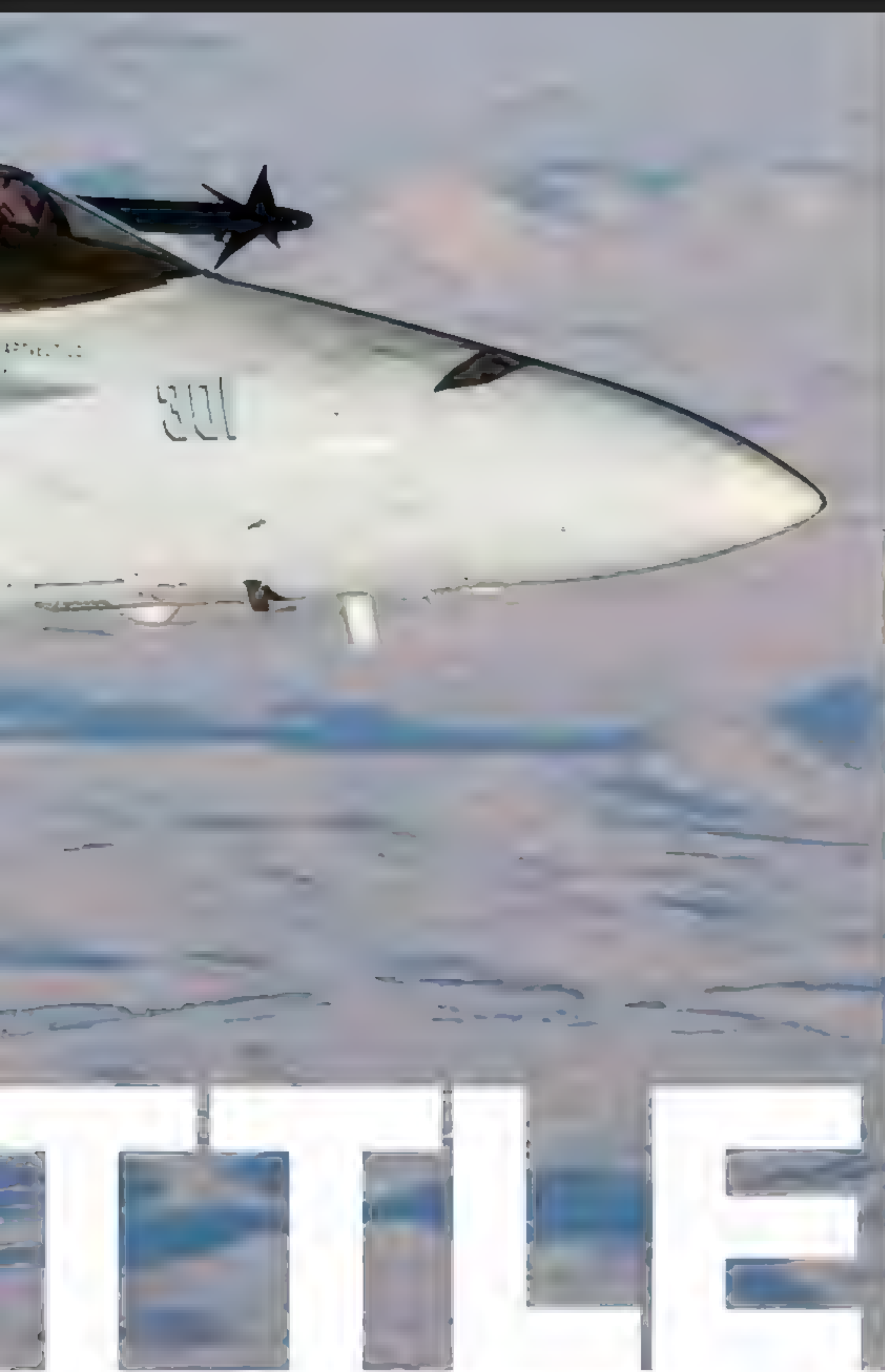
A I served in Iraq during three combat deployments in 1996, 2003 and 2005. Later, I commanded an

F-18 squadron during Operation Enduring Freedom in 2009 and 2010. I had the opportunity to engage in battles in Iraq and Afghanistan and was fortunate enough to support coalition forces from overhead. One of the most memorable missions was a dynamic troops-in-contact scenario that I discussed in my book *Full Throttle: From the Blue Angels to Hollywood Stunt Pilot*. We deployed two FA-18s against two enemy ground positions firing on coalition forces in a valley. We split the FA-18 section into a north and south attack and delivered ordinance on the enemy positions. Friendly forces were still receiving fire from

▲ Scott 'Intake' Kartvedt flying a US Navy F/A-18 Legacy Hornet from the squadron he commanded, VFA-83 'The Rampagers' All images Scott 'Intake' Kartvedt

▼ Intake poses in front of an F-35C as he takes command of VFA-101 'Grim Reapers' in Fort Walton Beach, Florida





the ridgeline of the northern position, so the joint tactical controller asked if we could engage with our 20mm Vulcan cannon machine gun. We successfully employed it along the ridgeline and defeated the enemy without losing any friendly forces.

Q What ordnance did you drop?

A The majority that I delivered were 500lb laser-guided bombs, GPS guided JDAMs and thousands of rounds of 20 MM high explosive munitions from the F/A-18 Vulcan.

Q What was it like to command an F/A-18C unit?

A Commanding Strike Fighter Squadron 83 was a great honour of mine. We had the distinct pleasure of being deployed into the Middle East theatre for 13 months out of a 17-month period. During this period we also operated out of Japan, as well as an aircraft carrier. It was exceptionally operational; we concentrated heavily on our people and maintained our professionalism so that we could succeed in our mission. As a unit of 250 sailors, we were successful in that mission and were fortunate to receive the battle efficiency award for 2009 and the Captain Michael J. Estocin due to our combat effectiveness."

Q What was your involvement with establishing the first F-35C unit in the US Navy?

A Commanding the first ever stealth fighter squadron in the Navy was an incredible pleasure but a tough task nonetheless. The benefit was that I had the opportunity to select the very best officers and sailors to help stand up that unit. It was a unique opportunity



▲ Intake wearing the Blue Angels Number Five flight suit, signing autographs for fans at an airshow



GET TO KNOW SCOTT "INTAKE" KARTVEDT

Scott "Intake" Kartvedt has had a remarkable flying career that is still very much evolving. Spurred by seeing Top Gun in theaters as a kid, Kartvedt joined the Navy with dreams of flying fighters and did exactly that. He went on to become a Blue Angel, took his Hornet squadron to war twice, was the first commanding officer of a Navy F-35 squadron, and has gone on to fly some of the most dynamic stunt flying scenes in Top Gun: Maverick. So yeah, "Intake" has his fair share of stories to tell and insights to convey.

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◀ Intake with VFA-83 'The Rampagers' aboard the USS Dwight D. Eisenhower (CVN-69)

"I started my career in aviation after watching the movie *Top Gun* in May 1986. My best friend and I were inspired to become fighter pilots in the military"

to surround myself with incredibly talented and dedicated sailors who wanted to succeed at the highest level. I retired from US Navy active service at the rank of commander in 2013.

Q Can you describe your experience flying with the Blue Angels?

A I served with the Blue Angels from September 1999 until November 2002. During my first year on the team, I was the Number Seven pilot. My responsibilities included narrating the shows each weekend, as well as flying all the media and VIP flights. In 2001, I joined the demonstration as the Number Six opposing solo pilot. My favourite manoeuvre that year was the Section High, Alpha Pass due to the technical difficulties of handling the aircraft at low altitude and slow speed. In 2002, I became the lead solo pilot flying the Number Five jet. My favourite manoeuvre then was the Fleur de Lis, which is a six-plane burst that was elegant yet challenging.

Q What is your favourite aspect of the F/A-18 Legacy Hornet?

A My favourite thing about the Hornet was its versatility. I preferred the attack role and delivering ordinance on the ground in support of coalition forces. Talking to a joint tactical air controller in harms way on the ground and being able to support them against the enemy was a great feeling.

The Hornet squadrons were a tight knit group of fighter pilots, maintenance and administrative personnel, and together we provided a highly capable asset to the nation. While flying with the Blue Angels, the F18 was capable of putting on a remarkable air demonstration with its manoeuvrability and speed. Pilots talk about 'strapping on' an airplane. Well, my time strapping-on the Hornet was a remarkable opportunity to fly one of the most advanced fighter aircraft in the world.

Q Now retired from the US Navy, you currently fly for the Patriots civilian display team on the west coast of America. How does the L-39 compare to the Hornet?

A I was invited to join the Patriots at the end of 2017 and my first year flying with them was in 2018. I absolutely love being a part of the team. Every member is committed to each other and to achieving excellence in flying the only civilian six-airplane jet demonstration in North America. It's difficult to compare flying the L-39 to the FA-18 but, at 55-years-old, I am happy to still be flying jets with professionals in such a dynamic environment.

Q With the original *Top Gun* movie being your inspiration, we know that you were involved in the sequel, *Top Gun: Maverick*. What was your role in the production?

A I had the privilege of training the actors Glen Powell, Monica Barbaro, Jay Ellis and Danny Ramirez for their roles as pilots in the movie. Along with my friend Randy Howell, I also flew as a stunt pilot in the final combat scene. It was the most dynamic flying I have ever done and I've performed at 750 airshows, flown 91 combat missions and had three years of carrier aviation experience! The flying scenes we performed in the movie were very challenging and comparable to operational flying. If it wasn't for my years as a US Navy fighter pilot, I wouldn't have been able to perform at that level.

AN

▼ Intake and Glen Powell in front of the L-39 Albatross after a flight preparing the actor to perform fighter-like manoeuvres for *Top Gun: Maverick*





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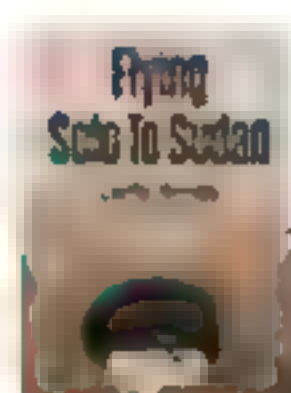
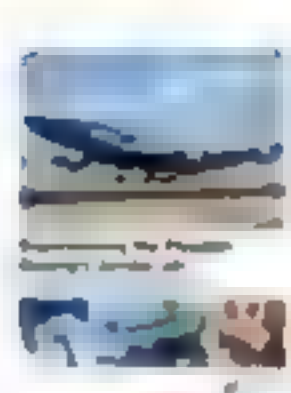


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Christmas Gift Guide



Graham Henderson

I'm best known for my depiction of flight – I'm a Full member of the Guild of Aviation Artists (GAVA) – however, I can tackle most subjects. In this last year I've had requests for portraits (human and pet), elephants and even a tiger as festive present!

My calendar, which began as a Christmas present idea for relatives, has now become a firm favourite as an annual gift (A3 and A4) for those who love aviation art. If you'd like a calendar or are searching for a unique present, just drop me a line.

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Special Edition Spitfires from CORGI

CORGI's collection of Special Edition models in the Aviation Archive range has grown with the addition of AA38708 Supermarine Spitfire PR-XIX PS853, as operated by the Rolls-Royce Heritage Hangar. This beautiful 1:72 scale die-cast metal model includes a display stand and a collector card detailing the history of this remarkable historic aircraft that entered service in January 1945, performing reconnaissance flights over German V-Weapon sites. Today, PS853 continues to delight millions on the UK airshow circuit with her distinctive Rolls-Royce Griffon engine growl.

The 'Rolls-Royce Spitfire' sits alongside a very different Supermarine

sibling in the range – AA29201 Supermarine Spitfire T9 'Grey Nurse', as operated by the Biggin Hill Heritage Hangar. This aircraft continues to serve customers eager to take to the skies in a Supermarine Spitfire, and the beautiful 1:72 scale model of this two-seat aircraft remains incredibly popular in the Aviation Archive range, acting as a perfect souvenir for those who have had the chance to take to the skies aboard her.

CORGI Aviation Archive Special Edition releases are open edition, meaning they will be produced as long as there is demand, and are perfect as gifts or as an introduction to the die-cast collecting hobby. Both models and more from the Aviation Archive range are now available and in stock from corgi.co.uk



Christmas Gift Guide



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AIR BASE MOVEMENTS

A selection of the most interesting aircraft to visit air bases in the UK recently



▲ DACHA 11 an AC-130J arrived at RAF Mildenhall on a gas n go after a flight from Lajes. This aircraft arrived along with a second, callsign DACHA 21 and are expected to be heading to the Middle East to support the ongoing tensions in the region Jay Carter

RAF Coningsby

15/9 131/XQ TBM 700A ET00.341, French AF.
20/9 263, 267 & 269 PC-9Ms FTS, Irish Air Corps.

RAF Cranwell

2/9 ZK305/305, ZK330/330, ZK344/344, XK353/353, ZK367/367 & ZK434/434 Typhoon FGR4s 3 Sqn, RAF arrived for Exercise Agile Shield, all dep 5/9.
13/9 281 PC-12NG 104 Sqn, Irish Air Corps.

RAF Fairford

3/9 59-1475 KC-135R 100th ARW, USAF dep 6th.
4/9 58-0125 KC-135T 100th ARW, USAF dep 6th; 19-5493/LN & 19-5485/LN F-35As 495th FS, 48th FW, USAF.

RAF Lakeheath

4/9 5699 C-130J-30 335 Skv, Royal Norwegian AF also 9th; 91-0308/LN, 01-2001/LN & 01-2005/LN F-15Es 48th FW, USAF dep to USA for rework.
10/9 5150, 5208, 5503, 5504, 5505, 5667, 5668 & 5669 F-35As 332 Skv, Royal Norwegian AF arrived for Exercise Cobra Warrior; all dep 27th.
12/9 17-5729/VT, 18-5343/VT, 18-5359/VT & 18-5360/VT F-35As 134th FS, Vt ANG all n/s.
13/9 HN-417, HN-446, HN434 & HN-457 F/A-18Cs HavLLv 11, Finnish AF all o/s.
17/9 18-5908 C-130J-30 130th AS, WV ANG.
20/9 03-3120 C-17A 62nd/446th AW, USAF dep 23rd. 91-0317/LN & 96-0205/LN F-15Es 48th FW, USAF returned from rework in USA.
23/9 03 C-17A SAC Wing n/s; 08-3176/RS C-130J-30 37th AS, 86th AW, USAF also 24th-26th & 28th.
27/9 08-8196 C-17A 62nd/446th AW, USA n/s.
28/9 07-8614/RS C-130J-30 37th AS, 86th AW, USAF.

Kinloss Barracks

The following operated from here between 9/9 and 26/9 in connection with Exercise Talon Highlander: HT.29-03/ET-803 & HT.29-13/ET-813 NH90-TTH BHELMA III, Spanish Army; ZM710, ZM720, ZM726 & ZM729 AH-64Es 3 Regt, AAC; ZZ408 & ZZ511 Wildcat AH1s 1 Regt, AAC.

RAF Leeming

25/9 HT.29-03/ET-803 & HT.29-13/ET-813 NH90-TTH BHELMA III, Spanish Army; ZM710, ZM713, ZM723 & ZM729 AH-64Es 3 Regt, AAC; T-752 Challenger 604 Swiss AF.

Leuchars Station

3/9 ZK300/300, ZK317/317, ZK350/350 & ZK352/352 Typhoon FGR4s 2 Sqn, RAF deployed here for Exercise Agile Shield.
13/9 19-02914 & 19-02918 MH-47G 160th SOAR, USAF; HT.29-03/ET-803 & HT.29-13/ET-813 NH90-TTH BHELMA III, Spanish Army. 26/9 9142 C-130H Esc 901, Romanian AF.

RAF Lossiemouth

2/9 54+23 A400M LTG62, German Air Force; MM62191/46-57 & MM62196/46-62 C-130J-30s 46 BA, Italian AF; MM62279/41-01 P-72A 41 St, Italian AF n/s also 4th.
3/9 MM62332/14-14 C-550A 14 St, Italian AF.
5/9 169548/LN P-8A VP-45, USN.
11/9 54+41 A400M LTG62, German Air Force; 9582 P-8A 333 Skv, Royal Norwegian AF; 30+95 EF-2000(T) TLG74, German Air Force arrived on TDY; 31+13 & 31+25 EF-2000s TLG74, German Air Force arrived on TDY.
16/9 20-5594/LN, 22-5596/LN & 22-5683/LN F-35As 493rd FS, 48th FW, USAF.
17/9 168848/LN P-8A VP-45, USN dep at end of TDY.
27 Atlantique 21F, French Navy arrived on TDY, dep 27th.
18/9 168429/LN P-8A VP-45, USN; 54+46 A400M LTG62, German Air Force also 27th. 23/9 54+28 A400M LTG62, German Air Force.
27/9 23 Atlantique 21F, French Navy arrived on TDY; 0127/F-RBAU A400M ET61, French AF.

RAF Marham

12/6 09/709-FK & 16/709-FR PC-21s EPAA315, French AF.
13/6 08/709-FJ & 11/709-FM PC-21s EPAA315, French AF.
24/6 012 C-295M Polish AF.
17/7 N-318 NH90-NFH 860 Sqn, Royal Netherlands Navy.
7/8 06/709-FH & 07/709-FI PC-21s EPAA315, French AF.
5/9 19-5485/LN, 19-5493/LN, 20-5596/LN, 20-5613/LN, 20-5617/LN & 22-5685/LN F-35As 493rd FS, 48th FW, USAF deployed here for Exercise Agile Shield.



25/9 04-4128 C-17A 305th/514th AMW, USAF; 84-0083 C-21A 76th AS, 86th AW, USAF; 58-0035 KC-135R. 92nd/141st ARW, USAF n/s.

26/9 10-0221 C-17A 437th/315th AW, USAF n/s.4

27/9 62-3541 KC-135R. 92nd/141st ARW, USAF dep 30th.

28/9 57-1502 KC-135R 6th ARW, USAF dep 2/10; 58-0099 KC-135T 171st ARW, Pa ANG still present 3/10. 29/9 61-0295 KC-135R 6th ARW, USAF still present 3/10.

RAF Northolt

2/9 01 blue An-26 Ukrainian AF n/s.

6/9 281 PC-12NG 104 Sqn, Irish Air Corps n/s.

9/9 MM62315/21 & MM62321/22 P-72Bs Guardia di Finanza both dep 13th.

11/9 144619 CC-144D 412 Sqn, RCAF dep 13th; ZZ510 Wildcat AH11 Regt, AAC.

26/9 N473DC/42-100882 C-47A.

RAF Shawbury

6/8 ZZ522 Wildcat HMA2 815 NAS, RN n/s; ZM729 AH64E 664 Sqn, AAC n/s.

13/8 ZM734 AH64E 7 Regt, AAC.

20/8 ZM715, ZM732, ZM733 & ZM735 AH64Es 7 Regt, AAC,

12/9 19-02914 & 19-02918 MH-47G 160th SOAR, USAF;

17/9 ZA683 Chinook HC6A 27 Sqn, RAF.

18/9 ZM705 AH64E 663 Sqn, AAC.

19/9 ZM725 AH64E 664 Sqn, AAC.

RAF Waddington

4/9 130604 CC-130J-30 436 Sqn, RCAF; C-GHLU 767-333(ER)(BDSF) Air Canada n/s; LJ-2 Learjet 35A Finnish AF; 177702 CC-177 429 Sqn, RCAF.

5/9 188742,188759, 188763 & 188770 CF-188s 409 Sqn, RCAF arrived for Exercise Cobra Warrior.

6/9 188758, 188782, 188783 & 188796 CF-188s 409 Sqn, RCAF arrived for Exercise Cobra Warrior.

9/9 CC-3 C-295M Finnish AF also 10th, 23rd & 25th.

10/9 4043, 4044, 4045, 4050, 4060 & 4061 F-16Cs 3 elt, 31 BLT, Polish AF arrived for Exercise Cobra Warrior; 013 & 026 C-295Ms 8 BLTr, Polish AF; 130339 KCC-130H 435 Sqn, RCAF.

11/9 HN-417, HN-419, HN-434, HN-446, HN-452 & HN-457 F/A-18Cs HavLLv 11, Finnish AF arrived for Exercise Cobra Warrior.

AAC Wattisham

9/9 HT.29-03/ET-803 & HT.29-13/ET-813 NH90-TTH BHELMA III, Spanish Army both dep 11th, also 25th n/s.

RNAS Yeovilton

4/9 ZM732 AH-64E 653 Sqn, AAC.

13/9 N-195 & N-318 NH90-NFHs 860 Sqn, Royal Netherlands Navy dep after TDY.

15/9 99-00102 UC-35A E/1-214 Avn, US Army,

RAF Mildenhall

1/9 04-4131 C-17A 305th/514th AMW, USAF n/s.

2/9 86-0014 C-5M 337th AS, AFRC n/s; 58-0065 KC-135T 22nd ARW, USAF n/s; 62-3573 KC-135R 6th ARW, USAF dep 6th.

3/9 06-6160 C-17A 60th/349th AMW, USAF n/s, unloaded 19-02914 MH-47G 160th SOAR, USAF; 08-8201 C-17A 60th/349th AMW, USAF n/s, unloaded 19-02918 MH-47G 160th SOAR, USAF. Both helicopters dep by air to Odiham on 9th for Exercise Dark Lightning and returned 28th.

4/9 60-0337 KC-135R USAF no serial worn; 60-0341 KC-135R 153rd ARS, Ms ANG dep 8th; 62-3512 KC-135R 126th ARS, Wi ANG dep 8th; 63-8031 KC-135R. 92nd/141st ARW, USAF n/s. 6/9 87-0350/AV, 88-0532/AV, 89-2001/AV, 89-2018/AV, 89-2041/AV, 89-2096/AV, 89-2153/AV & 90-0772/AV F-16Cs 31st FW, USAF arrived for Exercise Cobra Warrior; 15-5825 AC-130J 73rd SOS, USAF dep 13th; 11-5740/RS C-130J-30 37th AS, 86th AW, USAF.

12/9 21-46089 KC-46A 305th/514th AMW, USAF n/s, no serial worn; 60-0363 KC-136R 434th ARW, AFRC. 13/9 HN-417 & HN-446 F/A-18Cs HavLLv 11, Finnish AF o/s. 15/9 06-6166 C-17A 436th/512nd AW, USAF; 170277/QB KC-130J VMGR-352, USMC. 20/9 63-8023 KC-135R 126th ARS, Wi ANG dep 1/10.

21/9 84-0085 C-21A 76th AS, 86th AW, USAF. 23/9 08-8202 C-17A 62nd/446th AW, USAF n/s; 15-5822/RS C-130J-30 37th AS, 86th AW, USAF dep 27th; 20-5933, 20-5946 & 21-5981 AC-130Js AFSOC, none carried serials; 58-0023 KC-135R 6th ARW, USAF still present 3/10.

24/9 16-5861 & 17-5877 AC-130Js AFSOC, neither carried serials.



MAR

UK air base movements from MAR: www.militaryaviationreview.com 19 Radford Meadow, Castle Donington. DE74 2NZ

◀ A CF-18 of RCAF 409Sqn lights the afterburners on RAF Waddington's runway during ex Cobra Warrior
Aviation News

AVIATION

NEWS

A Cargolux 747-400F using hard reverse thrust on a soaking wet runway at East Midlands Airport Charles Cunliffe





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HAMPDEN HEROES

The December 2024 issue of FlyPast features one of the RAF's forgotten heroes of World War Two as its cover star - the unmistakable Handley Page Hampden. In our regular 'Classics' section we look back on the history of this charismatic craft and visit the Michael Beetham Conservation Centre at RAF Museum Midlands where an extensive Hampden restoration is approaching a glorious conclusion.

DUXFORD CLASSIC

The legendary Cambridgeshire airfield has hosted another exemplary Battle of Britain Airshow

JET DISPLAY TEAMS

A nostalgic look back at the many jet display teams that delighted crowds in the 1960s



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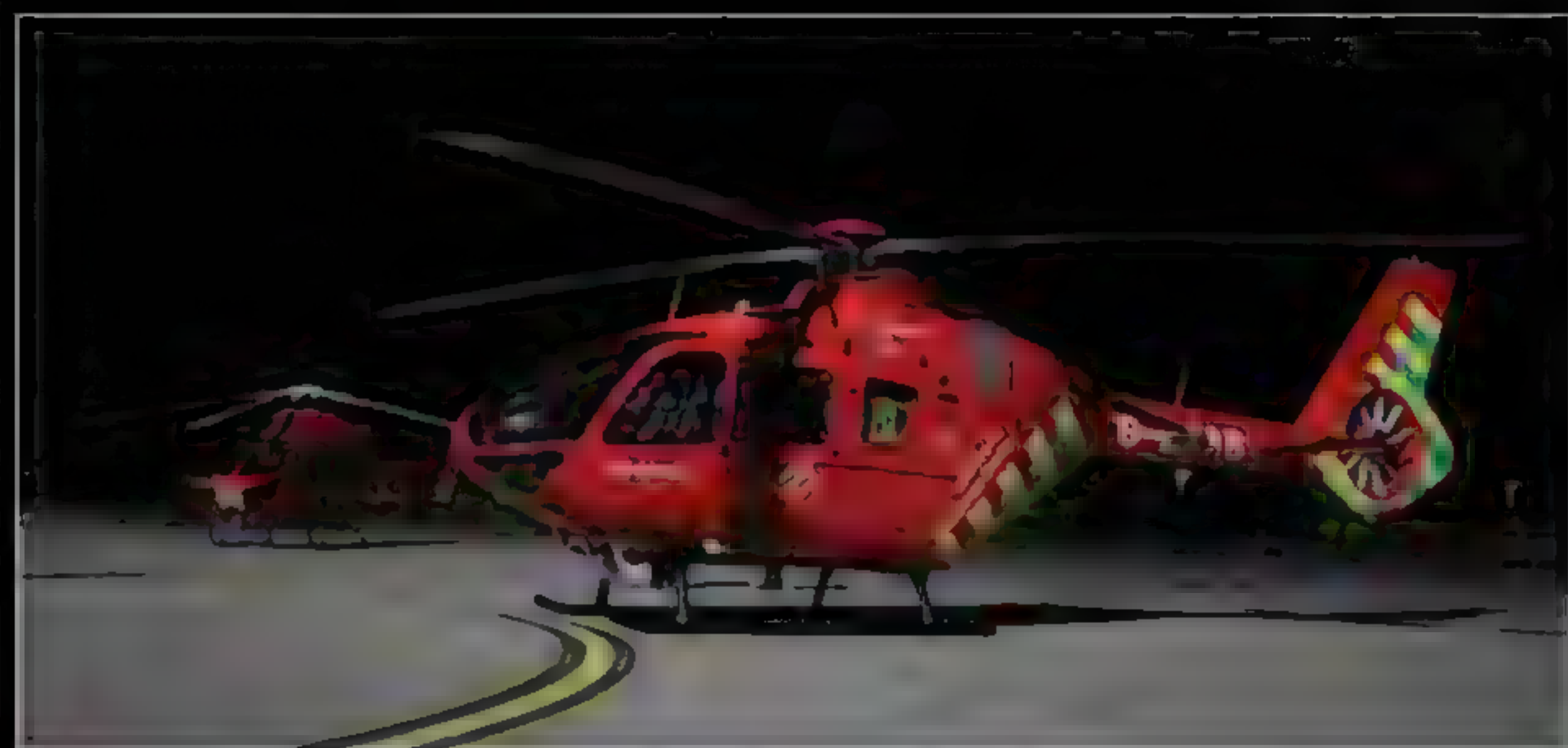
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▲ EC135 (foreground) and MD902 of the London Air Ambulance. The latter was making its final appearance at one of the nightshoots after its retirement



▲ Almost perennial attendees at this point are the PC-21s of the French Air and Space Force's EAC00.315 based at BA709 Cognac

Northolt XXXI

On October 3, RAF Northolt held its latest charity nightshoot. **Ben Stanley Hall** braved the cold west London weather to snap pics of a variety of air assets

The latest iteration of Northolt's popular nightshoot took place in early October with an attractive looking line-up. The shoot has become a staple on the UK aviation scene calendar, usually taking place twice a year in early March and early September and involving a line of aircraft along the 32(TR) Squadron pan, which is well lit and with a clean airfield backdrop.

In this instance, the main draws were an RAF C-17A Globemaster III Eurofighter Typhoon FGR4, which I assume everyone hoped would be ZJ913/'FM-G' in its distinctive D Day commemorative scheme (although this

was never mentioned or hinted at by the organisational team) and the Dassault Envoy IV from the home team.

Another draw was the passing of the torch for the London Air Ambulance's pair of MD902 Explorers. G-EMHS had served the charity since 2000, before being joined by G-LNDN in 2015. Two days before the nightshoot, both were retired and replaced by a pair of Airbus Helicopters EC135s. It was hoped that all four would be available for a truly unique photo opportunity.

As always, the French Air and Space Force were excellent supporters of the event, supplying a CASA CN235, an EMB 121 Xingu

from the European Defence Airlift School and a pair of PC-21s from Cognac.

On the night, around 300 photographers were in attendance to enjoy what was on offer. A bonus was Aero Legends' C-47A, N147DC *Drag-em-oat*, flanked by a pair of WWII-era jeeps, as well as 32 Squadron's AW109SP, GZ100, probably making its final appearance. Unfortunately, the Irish Air Corps' PC-12 and French CN235 didn't make it.

▼ Due to the marshals taking the photographers to some of the further placed items, such as the Air Ambulance MD902s, unique shots like this of the Typhoon could be taken. All images Ben Stanley Hall except where noted





▲ A pair of assets belonging to 32(TR) Squadron representing the old and the new: Envoy IV and the soon-to-be-retired AW109SP

▲ This Embraer EMB121AA Xingu, 072/YA, hails from EAT00.319 based at BA702 Avord in central France

▲ Quite possibly the star of the evening was this C-17A, ZZ175, which called into Northolt before departing and performing a training mission at Honington before returning to Brize Norton



▶ A 12 Squadron-marked Typhoon FGR4, ZK325/'325' shot in front of the hangars of 32 Squadron

▶ A head-on shot of ZZ175 was afforded after a bit of a discussion with the marshals

▼ On this occasion, a section of the photographers were escorted to shoot the bizjets parked to the western end of the ramp, which is generally forbidden. Upon consultation with the organisers, this is still the case and it was E miscommunication. Although this PC-12/, OH-DBM, belonging to Fly 7 Executive Aviation was included



▼ A lovely surprise on the Northolts ramp was this beautiful C-47A-75-DL Skytrain, N147DC, operated by Aero Legends Chris Gilligan

▶ Only one of the new EC135s, G-LAAB, was able to join the London Air Ambulance's retired MD902s



On the rise

Qantas is on the way back up after a bad period with low customer satisfaction. The airline has high expectations of its fleet renewal programme, as **Richard Schuurman** reports.

There must have been smiles in the Qantas Board Room this summer when the latest figures on customer satisfaction came out. By June, the so-called Net Promoter Score (NPS) had jumped by an average of 22 points to more than 30 since the final months of 2023, a clear indication that customer satisfaction Qantas is improving.

Customer confidence in the Australian

carrier was at an all-time low in the second half of 2023, when it made headlines for all the wrong reasons. The Australian Competition and Consumer Commission (ACCC) fined Qantas AU\$20 million plus AU\$100 million subject to Federal Court approval for misleading customers by offering tickets for flights that had already been cancelled. Passengers had previously complained they were unable to redeem travel credits. Then there was a High Court ruling that Qantas had illegally outsourced ground handling work in 2020. To make things even worse, on-time performance (OTP) was low and lost-luggage numbers were high, pushing down customer satisfaction even further.

The public, politicians, unions and the media found two scapegoats:



◀ An internal image aboard a Qantas A220. The fourth A220 arrived mid-September and will bring FY25 deliveries of the type to five, with another 11 scheduled for FY26



◀ Artist rendering of Qantas A350-1000. All images Qantas unless stated

▶ Qantas Boeing 787-9 Dreamliner VH-ZNA rotates from London Heathrow on flight QF10 to Perth, Australia Ben Stanley Hall

CEO Alan Joyce and chairman Richard Goyder. Joyce stepped down in September 2023 in an attempt to quiet the waters. In August, the board had reduced his 2023 remuneration by some AU\$9 million, holding him largely accountable for the reputational damage to Qantas and the considerable harm caused to relationships with customers, employees and stakeholders. Goyder stepped down in October 2024 at the airline's AGM. Chief financial officer Vanessa Hudson was promoted to CEO, supported by a whole new management team.

On-time performance

Since then, the difference has been apparent. Not only is NPS up, but so is OTP, which improved from 70% to 80% at Qantas Domestic within six months. A lot of focus has gone into getting the first flight of the morning away on time, as that affects the schedule for the rest of the day. Aircraft boarding has been made more efficient, communication at airports and call centres has improved and a new app helps customers

to better organise their flights. The new Qantas Classic Plus loyalty programme launched in April was received well and contributed to the AU\$511 million generated in FY24 by Qantas Loyalty, thanks to 14% more active members year on year.

At the FY24 results presentation in August, Vanessa Hudson said: "We have invested AU\$230 million in customer experience this financial year. Specific initiatives that we focused on were OTP, reliability, delivering a more seamless experience and the in-flight offering. Importantly, we introduced a new reward programme, Classic Plus. These investments have paid dividends in terms of OTP, but also improved satisfaction with customers and reputation. We have seen that across the board. Restoring trust and pride in Qantas as the national carrier is our priority. And while there is more work to do, we get there by delivering to our customers and our people, and will be consistently doing that in the future. If we get that right, we will be able to continue to deliver sustainable earning growth to our shareholders."



Company Report



Lower profit

Qantas ended FY24, which runs from June to June, with a AU\$2.8 billion underlying profit and a AU\$1.3 billion statutory profit after tax. Hudson commented: "The underlying profit before tax was down by AU\$387 million year on year, predominantly driven by the increased customer investments, the decline of freight yields in the first half of the year and the moderating fare environment that we saw across Domestic and International. The statutory profit was down by AU\$493 million on the prior year, driven by one-off impacts from our settlement with the ACCC, as well as legal provisions for our ground handling case, for which penalties and compensation have yet to be determined.

"The growth of the new fleet and the restoration of the existing fleet saw available seat kilometres (ASK) improve by 20.6%. While the restoration of capacity resulted in some decline in unit revenues (-8.9%), this was expected and offset by the unwind of the temporary costs that occurred in FY23. There was positive momentum in the second half of the year, which continues in FY25. Forward bookings and travel demand remain stable."

▲ The interior layout design of Qantas Project Sunrise on the A350 fleet. It seats 238 passengers in four classes

▼ Qantas will receive the first of eight 787-10s from FY27 onwards from an order placed in August last year



By segment, Qantas Domestic reported a 16% lower Underlying EBIT of AU\$1.1 billion despite 4% higher revenues to AU\$7.2 billion and an operating margin of 14.7%. The decline in EBIT at Domestic was predominantly in the first half of the year, with strong momentum in the second half when revenues per available seat kilometre (RASK) grew 5%. Total demand remained steady despite the challenging economic conditions. Premium leisure demand moderated, but this was as expected and was offset by the ongoing growth of corporate and small and medium enterprise (SME) travel.

The Underlying EBIT at Qantas International was down by 39% to AU\$556 million, with revenues up by 12% to AU\$8.7 billion and an operating margin of 6.4%. Three factors played a role, according to Hudson: "Freight yields declined in the first half, the continued restoration of capacity resulted in RASK moderation (-11%) and also the investment we did in the customer product. Freight has now stabilised and is supported by real strong e-commerce in Asia, so we anticipate freight revenues to grow in the first half of FY25."

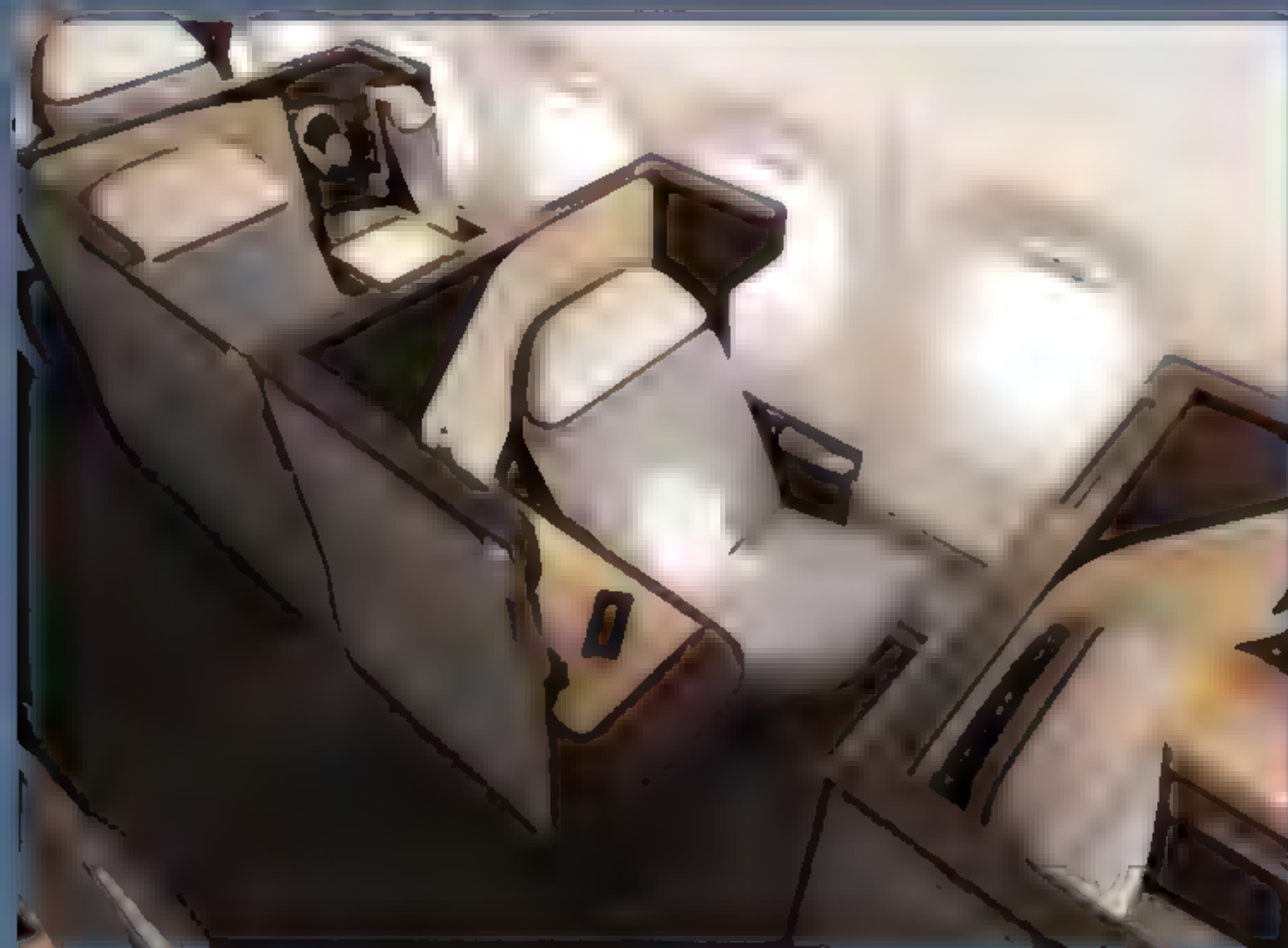




▲ The new Qantas A350s will replace its A330s and, together with the 787s, the remaining Qantas A380s from FY32. Ben Stanley Hall

◀ The business class suites offered on the new Qantas A350 fleet

▼ The first A321XLR for Qantas is due in April 2025, but only two of the three on order will join before late June, with seven -XLRs to arrive in FY26



International capacity was restored to 85% of pre-COVID levels and should get to 102% in the first six months of FY25. Hudson noted: "Capacity continued to contribute from new Boeing 787-9 deliveries, the commencement of the Finnair wet lease of (two) A330s and the ongoing return to service of the A380, with eight aircraft now in service."

Subsidiary Jetstar contributed strongly, improving Underlying EBIT by 23% to AU\$497 million and growing revenue by 16% to AU\$4.9 billion. Domestic capacity was up by 15% and International by 34%. Demand remained very strong, with Jetstar continuing to focus on transformation, fleet renewal and ancillary revenue transformation.

Fleet renewal

Key to Qantas's near- and medium-term future is fleet renewal. CFO Rob Marcolina said: "We are on track to receive over 40 new aircraft in the next two years, which is one every three weeks. This new fleet improves cash generation, profitability and also the experience for our customers and employees."

The renewal programme will see the arrival of 29 Airbus A220-300s, 28 A321XLRs and 24 A350-1000s, plus another 12 Boeing 787s. Qantas Group also has purchase rights for another 94 A220s and A320neo family aircraft spread over at least a decade.

Due to supply chain issues, some deliveries have slipped. The fourth A220 arrived mid-September and will bring FY25 deliveries of the type to five, with another 11 scheduled for FY26. Hudson said: "The

performance of the A220 is exceeding expectations. In terms of the dispatch reliability and efficiency we are getting, it is in line with what we thought. Our customers absolutely love it."

The first A321XLR for Qantas is due in April 2025, but only two of the three on order will join before late June, with seven -XLRs to arrive in FY26. Qantas wants to open up new markets with the type, including India, Malaysia, Singapore and, potentially, Japan. Pilot training has already started on a new simulator based in Sydney as 240 pilots will be required for the -XLR over the next three years, plus some 2,000 cabin crew. The aircraft will seat 197 passengers, including 20 in business class.

Jetstar continues to induct A321LRs and took five in FY24 to bring the fleet to 13. Qantas says that another seven -LRs plus 12 -XLRs will follow between FY25 and FY29. The -XLR order is down by eight aircraft compared to the original deal as they have been placed with Qantas instead. Jetstar will also get five A320neos in FY25 as part of a 2022 order for 13 aircraft.

Hudson is pleased with the -LRs. "They unlocked a AU\$7 million benefit per hull on a replacement basis, as well as unlocking significant growth opportunities. They now represent 24% of the Jetstar fleet."

In FY24, only 11% of the Qantas Group's narrowbody fleet consisted of new-generation aircraft, predominantly the A321LRs at Jetstar. This is projected to grow to 22% in FY25, 32% in FY26 and 44% in FY27. By then, 26% of Jetstar's and 18% of Qantas's narrowbodies will be new, offering significant opportunities, as Marcolina outlined: "On the cost side,



benefits from new aircraft include fuel efficiencies, reduced maintenance and scale benefits, offset by the increased depreciation of capital costs for the fleet. On the revenue side, benefits are driven by growth opportunities from seat count, better utilisation and yield premium, including the premium seat mix and point-to-point offerings. And, of course, the benefits of lower emissions, which contribute to us achieving our sustainability targets.”

Widebodies

On the widebody front, Qantas will receive the first of four additional 787-9s and eight 787-10s from FY27 onwards, from an order placed in August 2023. The -10s are new to the Group and complement the 11 787-8s at Jetstar and 14 787-9s already in service with Qantas. The Group also has purchase rights evenly spread between Dreamliners and A350s, but has not disclosed numbers.

By mid-2026, the first of 12 ultra-long-range Airbus A350-1000s for Project Sunrise is expected. Seating 238 passengers (six in first class, 52 in business suites, 40 in premium economy and 140 in economy), they will initially operate on non-stop routes from Melbourne and Sydney to London and New York, but more routes are anticipated. Thanks to a 20,000-litre rear centre tank (RCT) integrated within the fuselage and a 322K ton maximum take-off weight, the aircraft can do the job. Hudson announced in June that the aircraft and RCT had passed EASA certification.



▲ Jetstar continues to induct A321LRs and took five in FY24 to bring the fleet to 13 Jetstar

“The first A321XLR for Qantas is due in April 2025, but only two of the three on order will join before late June”

◀ The first class offering aboard the new Qantas A350 fleet

While some are questioning the business case for a low-density A350, Hudson sees positive momentum on ultra-long-range (787-9) services between Perth-London, Perth-Rome and Melbourne-New York and Dallas: “We continue to see strong performance across all of our ultra-long-haul routes. Return flights between Perth and London continue to demonstrate strong revenue premium, with RASK increasing 5% compared to the prior year, despite the overall reduction in RASK in the market. These proof points give us continued confidence as we start to approach the delivery of the first Project Sunrise aircraft. We reiterate our earnings growth expectations for Project Sunrise of an incremental EBIT of AU\$400 million when we get all the aircraft into the network.”

Another 12 A350-1000LRs were ordered in August 2023 for delivery from FY28. Some will be based at the new terminal at Perth Airport in 2031 for routes to



► A poster image displaying the new Qantas fleet



Europe, Africa and South Africa. The A350s will replace the A330s and, together with the 787s, the A380s from FY32. Eight double-deckers have been brought back from storage, with another two set to follow in the next 18 months. At the other end of the spectrum, Qantas is to introduce 14 refurbished De Havilland Canada Dash 8-400s into its regional fleet.

In FY25, Qantas continues its transformation plan that should generate AU\$400 million through cost reductions and additional revenue initiatives. Domestic revenues are expected to grow by 2-4% in the first six months through December, but International RASKs will be down by 7-11% as market capacity continues to restore.

Qantas expects to benefit from various airlines suspending services to Australia over the coming months. Cam Wallace, CEO of International, referred to Air Canada pulling out of Melbourne-Vancouver, Etihad dropping Brisbane-Abu Dhabi and United pulling out

of Brisbane-Los Angeles, although Turkish Airlines starts Istanbul-Sydney via Kuala Lumpur in December. He said: "We see a moderation of capacity and also more seasonality. That gives us confidence as we are also seeing a great response to price stimulation, even seven to 12 months out."

Restoring confidence in Qantas remains essential, Hudson said in June: "When you have multiple bad customer experiences, the memory is long. We as a leadership team have spent time with our customers, listening. I have spent many hours in focus groups, so I am surrounding myself with the customers who had those bad experiences. We have been systematically focusing on those pinpoints and I am pleased that we are definitely seeing that customer satisfaction has returned rapidly. Australians expect a higher performance from Qantas than other airlines. We are proud of that and we have to live up to that expectation."

▼ The special Yam Dreaming scheme on 787-9, VH-ZND, seen at London Heathrow operating flight QF10 Ben Stanley Hall





Duxford Summer Air Show,
Imperial War Museum Duxford,
Cambridgeshire Jamie Ewan

May 2025

- 10

VE Day Flying Day
Imperial War Museum Duxford,
Cambridgeshire
www.iwm.org.uk
- 10-11

Pooley's Air Weekend
Compton Abbas Airfield, Dorset
www.comptonairfield.com
- 11

Season Premiere Airshow
Shuttleworth Collection,
Old Warden, Bedfordshire
www.shuttleworth.org
- 16-17

Private Flyer Fest South
Wycombe Air Park, Buckinghamshire
www.privateflyershow.com
- 30-Jun 1

Midlands Air Festival
Ragley Hall, Alcester, Warwickshire
www.midlandsairfestival.com
- 30-Jun 1

English Riviera Airshow
Paignton, Devon
www.englishrivieraairshow.co.uk
- 31

Military Air Show
Shuttleworth Collection,
Old Warden, Bedfordshire
www.shuttleworth.org

June 2025

- 7

D-Day Flying Day
Imperial War Museum Duxford,
Cambridgeshire
www.iwm.org.uk
- 8

RAF Cosford Air Show
RAF Cosford, Shropshire
www.cosfordairshow.co.uk
- 21-22

Duxford Summer Air Show
Imperial War Museum Duxford,
Cambridgeshire
www.iwm.org.uk
- 27-28

Private Flyer Fest North
Leeds East Airport, Church Fenton,
North Yorkshire
www.privateflyershow.com
- 28-29

**Heveningham Hall Country Fair
and Concours**
Heveningham Hall, Halesworth,
Suffolk
www.countryfair.co.uk
- 28-29

Festival of Flight
Shuttleworth Collection,
Old Warden,
Bedfordshire
www.shuttleworth.org

July 2025

- 5-6

Wales Airshow 2025
Swansea Bay, South Wales
www.walesnationalairshow.com
- 5-6

Capel Military Show
Capel Military Showground,
Capel, Surrey
www.capelmilitaryshow.com
- 11-13

SleepKosh
Sleep Airfield, Shropshire
www.shropshireaeroclub.com
- 12

Wallop Wheels and Wings
Middle Wallop Airfield, Hampshire
www.armyflying.com
- 18-20

Royal International Air Tattoo
RAF Fairford, Gloucestershire
www.airtattoo.com

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HERCS DOWN UNDER

Aviation News travelled across the globe to New South Wales, Australia, to visit Royal Australian Air Force 37 Squadron which operates the Lockheed Martin C-130J Hercules from RAAF Richmond and meet the Squadron Commanding Officer



Wing Commander Philip Freedman, Commanding Officer, No 37 Squadron

The Lockheed Martin C-130 Hercules has served the Royal Australian Air Force (RAAF) since 1958, replacing the Douglas C-47 Dakota. The latest model, the C-130J, began to replace the previously used C-130E model in 1999 and reached full operational capability three years later in 2002. The 12th was also delivered in 2002. A decade later the final C-130H was retired, leaving the J the sole model of C-130 in RAAF service with No 37 Squadron, home based at RAAF Richmond.

No 37 Squadron currently operates 12 C-130Js with roughly 80 to 100 crew; the majority of whom are pilots. Initial pilot training is conducted at the PMAUS PC-21 at RAAF Base East Sale (VIC) and RAAF Base Pearce (WA). Graduates then complete their Wings course at C-130J Operational Training Wing at RAAF Richmond.

conducted in-house.

The unit has a small number of Combat Systems Operators (CSOs). These are used for complex missions that are characterised by high threat environments, multiple communication channels or carriage of a Litening EO/IR pod. The Litening targeting pod was conducted as a concept demonstrator on one aircraft. The results of this demonstrator were positive and further firming of the Litening pod is under consideration.

The 37 Sq fleet are currently being upgraded to Block 31. More than half the aircraft have been upgraded at the time of writing, leaving the remainder. This





Royal Australian Air Force (RAAF) Flying Officer Benjamin Broderick, a co-pilot from No 37 Squadron conducts a familiarisation flight during Exercise Rajawali AUSINDO 24 in Yogyakarta, Indonesia.

Pattern of operations to the Solomon Islands National Police operations at the 2004 Pacific Islands Air Force C-130J Hercules aircraft by Royal Australian Air Force C-130J Hercules aircraft.

upgrade provides the RAAF with an improved and certified navigation system that permits a wide array of compliant GPS-guided navigation and instrument approaches. This offers more reliability to arrive and depart during poor weather, new radios, Improved lighting, updated internal aircraft communications, and modified components for quicker maintenance, such as the pilot's yokes.

Various missions

Aviation News was told that 37 Sqn had passed 160,000 flight hours with the fleet. The unit utilises the airlifter for a variety of missions. Wing Commander Charles Freebairn, Commanding Officer No. 37 Squadron stated: "Our most frequent mission is Air Logistics Support, the transporting of personnel and/or cargo. This is both domestic and international. Typical international

missions will be in South East Asia and the South Pacific, but the C-130J can reach anywhere and it is not unusual to have missions to North America, Europe, Asia or Africa." (Note, two RAAF C-130Js, A97-465 and A97-441 were spotted in and out of Prestwick International Airport, Scotland in Mid-September this year.)

The unit also operate the C-130J tactically, its second key role is airborne operations, which is the tactical movement of personnel and cargo, typically in a contested environment; a discipline of flying that is extremely useful in operational theatre. This takes the form of airland or airdrop. Explaining the Nuances between the two forms, Freebairn said: "Airland uses a runway and we train for austere, unsealed runways both day and night. For airdrop, we can drop cargo by parachute and personnel parachuting, either free-fall or from a static line. Both forms come with specific tactics, self-protection systems, communications and training."

RAAF C-130s have always had a tactical role as well as strategic. C-17As tend to pick up the longer range, heavy loads and C-130Js more austere, smaller runways and locations in the immediate region. However, the line between the two can be blurred – C-17As can conduct tactical missions, and C-130Js also conduct long range transport missions. C-27J Spartans are at the other end of the spectrum, able to operate on smaller runways than the C-130J. Collaboratively the multiple capabilities provide a lot of options and a great combination of mass/range together with accessibility to lots of airfields in the Pacific region.

The third role is search and rescue. This constitutes searching for survivors or boats at sea, and although 37 Sqn cannot extract people from the ocean, it can airdrop aid, including survival equipment, food/water and life rafts.



Royal Australian Air Force C-130J Hercules aircraft from No. 37 Squadron conduct formation flying training in the lead up to the 75th Anniversary of the establishment of the Squadron



▲ RAAF C-130J Hercules bound for the Solomon Islands taxis during Operation Render Safe, RAAF Base Amberley, Queensland.

Key integration

Collaboration with neighbouring C-130 fleets is something that has been increasing in the last couple of years for this squadron. Both Indonesia and New Zealand are in the process of acquiring C-130Js. The CO said: "We have continued dialogues with these nations. Singapore, Indonesia and US Air Force are regular C-130 visitors to RAAF Base Richmond for exercises, so we see these other operators quite often."

Regarding exchange programmes, since the delivery of the first C-130Js, the unit has had an exchange with the Royal Air Force. This has been a very productive and mutually beneficial programme through the years, according to the CO. With the recent retirement of C-130J operations by the UK, this exchange concluded earlier this year, which means other exchange opportunities are being explored.

Talking training exercises, Freebairn stated: "We perform regular exercises, sometimes to support the overall objectives and other times as active participants. Most recently we finished Pitch Black 24, a multi-national air exercise based out of the Northern Territory. Also this year Exercise Diamond Storm, the concluding exercise for the Air Warfare Instructor Course."

In theatre

RAAF C-130s have seen action across many operational theatres throughout its service. The

C-130J was deployed permanently in the Middle East until 2021. A memorable mission for the CO was the Afghanistan Evacuations: "The evacuations from Kabul in 2021 were particularly challenging. The ground security was uncertain and there was the potential that the airfield and the aircraft could be overrun. Also, the multitude of nations trying to evacuate their citizens created a complex air and ground situation."

Notable deployments since 2019

May 2024 – military-assisted departures from New Caledonia during civil unrest

May 2024 – delivered aid and supplies following a landslide in Enga Province, Papua New Guinea

Mar 2024 – military assisted departures from Borroloola, Northern Territory, after flooding from Cyclone Megan

May 2023 – military-assisted departures from Sudan during civil unrest

Mar 2023 – military-assisted departures from Northern Territory after flooding

Jan 2023 – delivered aid and supplies to

WEAPONS INSTRUCTORS

Pilots from 37 Sqn attend Air Warfare Instructors Course (AWIC). This provides operators from across the air force with specialist training in the integration of Australian Defence Force (ADF) and Air Force platforms, systems and capabilities. AWIC produces graduates who are not only technical masters on their individual aircraft but who are also experts in the integration of capabilities across the ADF. AWIC is conducted every two years over a six-month period. This squadron's graduates are referred to as Mobility Tactics Instructors (MTIs) and the first MTIs graduated in 2017.

▼ Two Army ARH Tiger helicopter from 1st Aviation Regiment land and refuel from a Royal Australian Air Force C-130J Hercules in darkness in a remote region of the Northern Territory during Exercise Diamond Storm 24



communities in Western Australia after flooding
Jan-Feb 2022 – humanitarian assistance to Tonga following the eruption of Hunga Tonga-Hunga Ha'apai and the subsequent tsunami.

Aug 2021 – evacuations from Kabul during civil unrest and the Taliban takeover

2019/2020 bushfire assistance during widespread fires in Australia

Fleet expansion

In July 2023, the Australian government approved the acquisition of 20 new C-130J Hercules aircraft for the Royal Australian Air Force, an increase in fleet size from the current 12 in service. The fleet expansion ensures the Australian Defence Force is equipped to respond to the wide range of challenges the nation will face in the future. The new C-130J will have the same software configuration as the current fleet and include upgrades to communications and defensive systems. The major differences are an enhanced service life wing, an enhanced cargo

▲ An RAAF C-130J Hercules tactical transport aircraft Magenta Airport in Noumea, New Caledonia.

handling system and air-to-air refuelling receiver capability. Deliveries are expected of the new fleet in 2027/28.

On asking why the C-130J was chosen for this new fleet, the CO explained: "Defence approached several aircraft manufacturers and received information on available medium air mobility options. The relative merits of each aircraft type were assessed against Australia's capability requirements.

He continued: "Defence identified that new C-130J aircraft were the only option that met all of Australia's capability requirements and assures Defence's medium air mobility capability without introducing substantial cost, schedule and capability risk."

The C-130 has no doubt been a loyal servant to Australian Defence since it touched down on home soil and it is looking like it will play the key roles mentioned and possibly more for decades to come. Being a versatile airlifter, capable of carrying a myriad of payloads and into a wide range of locations is a tool any nation needs in its defence. It comes as no surprise that the RAAF will expand its fleet of C-130s with newer models to serve a range of vital roles, especially in the current uncertain times. Freebairn augments this with: "The best thing about the C-130J is its versatility. We can fly long-range transport, search and rescue, airdrop, tactical landings to austere strips, operate in peacetime and warlike environments, and we swap quickly between these roles."

AN

► RAAF Ground crew guides in a RAAF C-130J in the Solomon Islands.

◄ RAAF C-130J Hercules pilot Flying Officer Brodie Jones during decent into Wapenamanda airport, Papua New Guinea. The RAAF C-130Js were providing humanitarian relief supplies to affected areas of a landslide.



TRUMAN IN TI

■ An E/A-18G Growler, attached to the "Main Battery" of Electronic Attack Squadron (VAO) 144 takes off from the flight deck, aboard the Nimitz-class aircraft carrier USS Harry S. Truman (CVN 75) during the NATO-led maritime vigilance activity Neptune Stille 24-2. (US Navy/ Mass Communications Specialist 3rd Class Darren

Having Recently departed its homeport at Naval Station Norfolk, Virginia, for a scheduled deployment, the US Navy's Nimitz-class aircraft carrier USS Harry S. Truman (CVN-75), flagship of Carrier Strike Group 8 (CSG-8), has arrived in the North Sea, where it will

conduct joint drills with several key NATO allies, including Norway and the UK. Khalem Chapman dives into the Nuclear powered carriers ongoings.

The 'flattop' departed Norfolk on September 23, before embarking its assigned aircraft from the Navy's Carrier Air Wing 1 (CVW-1) and linking up with

THE NORTH SEA



its escort vessels, the Arleigh Burke-class guided missile destroyers USS *Jason Dunham* (DDG-109) and USS *Stout* (DDG-55) and the Ticonderoga-class guided missile cruiser USS *Gettysburg* (CG-64), and conduct a planned deployment to the US Naval Forces Europe-Africa (US Sixth Fleet) area

of operations (AO). The US warships will be joined by the Italian Navy's Bergamini-class frigate, ITS *Carabiniere* (F-593), which will support operations and exercises.

Embarked aboard *Truman* for this deployment are the aircraft that make up the eight units that are



assigned to CVW-1. This includes the single-seat F/A-18E Super Hornets of Strike Fighter Squadron 81 (VFA-81) 'Sunliners', VFA-136 'Knighthawks', VFA-143 'Pukin' Dogs', and the dual-seat F/A-18Fs of VFA-11 'Red Rippers', EA-18G Growlers of Electronic Attack Squadron 144 (VAQ-144) 'Main Battery', the E-2D Advanced Hawkeyes of Airborne Command and Control Squadron 126 (VAW-126) 'Seahawks', the C-2A Greyhounds from Fleet Logistics Support Squadron 40 (VRC-40) 'Rawhides' Detachment 2, the MH-60R Seahawks from Helicopter Maritime Strike Squadron 72 (HSM-72) 'Proud Warriors' and

the MH-60S Seahawks from Helicopter Sea Combat Squadron 11 (HSC-11) 'Dragon Slayers'.

Commenting on the mission, Adm Daryl Caudle, commander of US Fleet Forces Command, said: "This deployment comes on the heels of the Dwight D Eisenhower Carrier Strike Group's nine-month tour, which highlighted the need for continuity in our sustained presence amid escalating international tensions. It will contribute to the ongoing training and combat readiness of our naval forces. The operational experience gained through these deployments is invaluable for maintaining a

USS Harry S. Truman (CVN 75) transits alongside Royal Navy Queen Elizabeth-class aircraft carrier HMS Prince of Wales (R09). (US Navy/ Mass Communication Specialist 2nd Class Hunter Day)

Carrier Air Wing 1 F/A-18 Super Hornets, an E/A-18G Growler, and Royal Navy F-35B Joint Strike Fighter participate in the NATO-led maritime vigilance activity Neptune Strike 24-2. (US Navy Mass Communication Specialist 2nd Class Hunter Day)

An MH-60S Sea Hawk helicopter, attached to the "Dragonslayers" of Helicopter Sea Combat Squadron (HSC) 11, delivers cargo on the flight deck of the Nimitz-class aircraft carrier USS Harry S. Truman (CVN 75) during a vertical replenishment while participating in the NATO-led maritime vigilance activity Neptune Strike 24-2, Oct. 27 (US Navy/ Mass Communication Specialist 3rd Class Mike Shen)





deep bench of skilled warfighters with trust and confidence in their system's reliability, adaptability and lethality in a rapidly changing security environment."

Truman and the wider strike group passed through the Strait of Dover and into the North Sea on October 14. While underway in the North Sea, they have conducted drills with Standing NATO Maritime Group 1 (SNMG1) and have since linked up with the UK Carrier Strike Group (UKCSG), led by the Royal Navy's Queen Elizabeth-class 'flattop' HMS *Prince of Wales* (R09), off the coast of Scotland as it spearheaded the UK-led Exercise Strike Warrior 2024 (SW24). Held from October 14-27, the drill served as the operational certification exercise for the UKCSG's upcoming deployment to the Indo-Pacific region in 2025.

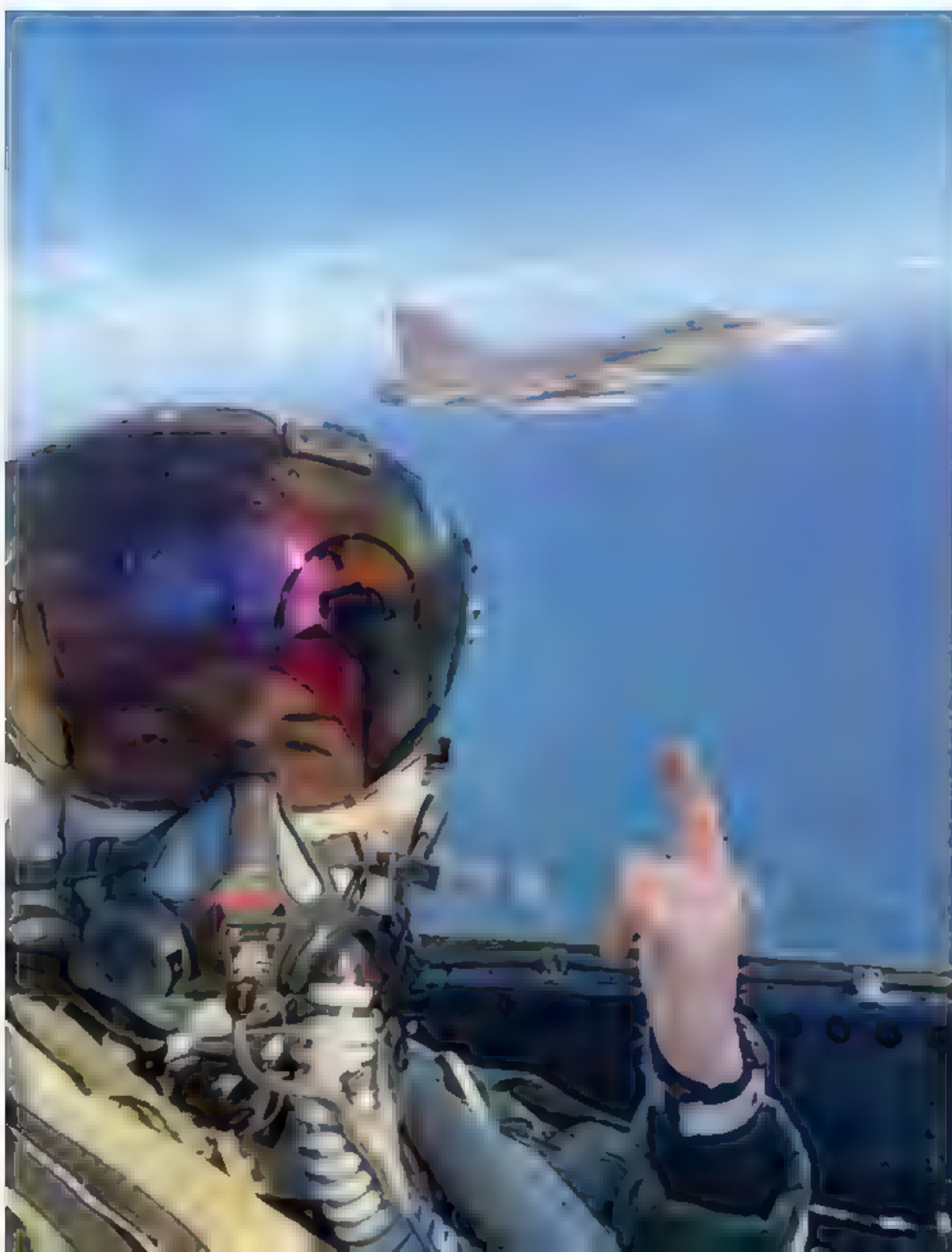
While the US didn't necessarily take part in SW24, it has conducted dual carrier operations with *Prince of Wales* as both strike groups have since traveled into Norwegian waters to conduct training with elements of the Norwegian Armed Forces and other allies. The strike group last deployed to this region in 2018 to take part in the NATO-led Exercise Trident Juncture, during which it also operated in the Norwegian Sea and within the Arctic Circle.

Highlighting the importance of this deployment, Rear Adm Sean Bailey said: "Storied in world history, our transit through the Strait of Dover to operate with our allies in the North Sea underscores our commitment to maritime security and the NATO alliance. We will operate with our NATO allies and partners to strengthen our collective readiness, defense and deterrence."

▼ Utilising UK based USAFE assets, a Carrier Air Wing (CVW1) F/A-18F Super Hornet and a USAF KC-135 from RAF Mildenhall, refuel over Sweden. Lt Lily Moorhead

▲ Lt. Lily Moorhead, assigned to the "Red Rippers" of Strike Fighter Squadron (VFA) 11, and a Swedish Air Force JAS 39 Gripen fly over Sweden during the NATO-led maritime vigilance activity. Lt Lilly Moorhead

AN



A round-up of notable aircraft visiting UK airports

Aberdeen International

1/9 D-ETAI PA-28RT-201T; D-ECFK & D-EURL Robin DR400/140Bs; D-EXCI Cessna F182Q (diesel conversion); D-ELRO Beech A36TC; D-ESFN DA20-C1; F-GRBZ Socata TB-20GT; OE-CIC HOAC DV20.

3/9 OK-XLS Citation 560XLS; 258 Learjet 45 102 Sqn, Irish Air Corps.

4/9 PH-TDS DA40D.

5/9 G-TTSA A320-251N British Airways f/v; N256PT Beech G58.

7/9 N5810T Mooney 20K-231; OE-EBF PC-12NGX.

11/9 OK-EMA Citation 680 Sovereign; M-EGWD Citation 750 X; EC-JYT Challenger 604.

12/9 OK-ANS Beech 350i.

13/9 N888KR Challenger 350; N126QS Global 5500.

14/9 LX-TCB A319-153N (ACJ).

15/9 N662FX Gulfstream G650ER; D-CASH Phenom 300; 9H-649FX Gulfstream G650ER; OY-WLD Gulfstream G500; N201AC Gulfstream G650ER.

18/9 84-00156 C-12U-3 1/214th AVN, US Army.

19/9 9H-JOY Challenger 850 Air X Charter; N944MM Global Express; OO-LET Beech B200.

20/9 N657FX Gulfstream G650; YL-RAE Saab 340B RAF-Avia; 2-EMBR Phenom 300.

21/9 D-AHOS Legacy 650 VistaJet.

22/9 9H-JPC Legacy 600 Air X Charter; EJ-PRLN Citation 560XLS+.

24/9 LX-JFA PC-12NG. 25/9 D-IBAM Cessna 340A.

26/9 HA-KAY ATR 72-201(F) Fleet air International; N537GS Gulfstream G500.

28/9 N224W Cirrus SR22T.

Birmingham Airport

1/9 OY-MAC 777-F Maersk Air Cargo; YL-ABE A223 Air Baltic ops for Swiss International; 9H-PMN CitationJet 525A CJ2; D-AEOT Legacy 600 VistaJet; D-CBBS Phenom 300; HB-FGA PC-12NGX; PH-SLE Beech B200.

2/9 OY-SYC 767-3P6(ER)(BDSF) Maersk Air Cargo; TC-DCE A320-214(SL) Pegasus Airlines f/v; YL-ABP A220-300 Air Baltic ops for Swiss International; D-CAAF Phenom 300; SP-MDD CitationJet 525B CJ3+.

3/9 4K-SW888 747-4R7F Silk Way West Airlines also 17th; 19th; 22nd 26th & 28th; YL-ABM A220-300 Air Baltic ops for Swiss International; 9H-PMN CitationJet 525A CJ2; D-FBOX PC-12NGX.

4/9 A7-BFJ 777-FDZ Qatar Airways f/v; UR-CQE An-26B Vulkan Air; N1NE Global XRS; OH-ZRH PC-12NG; OY-GFS Falcon 2000LXS.

5/9 A7-ALN A350-941 Qatar Airways; D-CUNI Learjet 45; N449C A109S Grand; N539XJ Challenger 300.

6/9 EI-IKH 737MAX-8200 Ryanair; HA-LGM A321-271NX Wizz Air f/v; F-HGET PC-12NG; ER-HWM Gulfstream G280.

7/9 4K-BCI 747-467F Silk Way West Airlines also 28th; CS-DOL CitationJet 525B CJ3; D-CDRF Learjet 35A.

8/9 D-CAWX Citation 680 Sovereign+; D-IPPY Avanti II EVO; HA-JEX Citation 650 VI.

9/9 HA-LGH A321-271NX Wizz Air f/v; HB-JVA E190AR Helvetic Airways f/v; N729CA 747-412(BCF) National Airlines also 20th & 22nd; TC-MCM A330-343(P2F) MNG Airlines; 9H-ALL CitationJet 525A CJ2; SP-AIN Citation 560XL;

10/9 4K-BCH 747-467F Silk way West Airlines; also 19th. SP-DLV CitationJet 525 CJ1.

11/9 TC-MCO A330-343(P2F) MNG Airlines f/v; D-CELI Citation 550 Bravo; D-CSCE Phenom 300; EC-NCL CitationJet 525C CJ4; F-GGJF PC12NGX; OO-ACO Citation 510 Mustang; T7-RIC Global 6000.

12/9 9H-WDQ A321-271NX Wizz Air Malta f/v; YL-AAO A220-300 Air Baltic ops for Swiss International; LX-JFB PC12NG.

13/9 YL-ABN A220-300 Air Baltic ops for Swiss International; M-CVGL Global 5000. 14/9 TC-NCD A320-251N Pegasus Airlines f/v; OK-AST & OK-CAA Citation 560XLS; OK-DJB Nextant 400XTi; OK-PHE Phenom 300.

15/9 N919CA 747-428(BCF) National Airlines also 20th; TC-MCU A330-243F MNG Airlines; N115LR Gulfstream G450; N480VR Gulfstream IV; N540LF Gulfstream G650ER.

16/9 F-HDRE A320-214 Amelia International f/v, ops for Air France; OY-SYA 767-3P6(ER)(BDSF) Maersk Air Cargo; TC-NBY A320-251N Pegasus Airlines f/v; VP-BBR 787-8 Azerbaijan Airlines; 9H-VJV Global 6000 VistaJet; D-ACEV Global Express; N484FX Gulfstream G450; OO-PCI PC-12NG.

17/9 UR-CEZ An-12B Cavok Air. 18/9 A7-BFO 777-FDZ Qatar Airways f/v; G-SUNL A321-271NX Jet2 f/v; EC-KRN Gulfstream G200.

19/9 EC-ODJ A320-232(SL) Vueling; TC-TLI 737-8FZ Tailwind ops for SunExpress; YL-ABV A220-300 Air Baltic f/v, ops for Eurowings; T7-137 Hawker 850XP.

20/9 YL-AAQ A220-300 Air Baltic ops for Swiss International; CS-GLL Global 6500 NetJets Europe; D-FEEL PC-12NGX; OE-HMR Falcon 2000LX; WT001 E-7A Wedgetail RAF 1st flight.

21/9 9H-VUZ 737MAX-8200 Ryanair; N663CA 747-4HAF(ER) National Airlines; TC-LPF A321-271NX Turkish Airlines f/v; TC-NBU A320-251N Pegasus Airlines f/v; 9H-AFX Legacy 500; CS-DOG Citation 510 Mustang; CS-TFO Learjet 40; LX-RHC Challenger 605.

22/9 D-CEXP Learjet 35A; D-CJMS PC-24.

23/9 A7-BFU B77L Qatar Airways f/v; EI-IJV 737MAX-8200 Ryanair RYR f/v; HB-JVZ E190AR Helvetic Airways f/v; TC-NBB A320-251N Pegasus Airlines f/v; D-CCCA Learjet 35A; D-CDOC LJ45.

24/9 EI-SIJ A320-251N SAS f/v; I-CABD CitationJet 525 CJ1.

25/9 A7-BFU 777-F Qatar Airways f/v; F-HSIT Avanti II; M-NREN Phenom 300; N2MG Global XRS.

26/9 4K-SW800 747-4RZF Silk way West Airlines also 29th; LX-GCA CitationJet 525B CJ3+; N193LA Gulfstream G650ER; SP-DRK HondaJet.

27/9 A7-BFR 777-F Qatar Airways f/v; CS-PHP & D-CPAV Phenom 300s.

28/9 OO-AMR CitationJet 525A CJ2+.

29/9 F-GMZE A321-111 Air France f/v; OE-LJS Challenger 604.

30/9 EI-IKJ 737MAX-8200 Ryanair f/v; HA-LGN A21N Wizz Air f/v; TC-NBO A320-251N Pegasus Airlines f/v; F-HPIL PC-12NGX.

Blackpool Airport

1/6 2-TEAM CitationJet 525B CJ3.

2/6 2-JSEG Eclipse EA500; D-CESA Citation 550 Bravo.

4/6 9H-EHB PC-12NG.

5/6 2-FFLY Cirrus SR22T.

8/6 I-VICC "Partenavia P-68B.

11/6 D-CDOC Learjet 45; I-7397 Aeropro Eurofox.

12/6 2-DEAL PA-32-301XTC.

14/6 F-HECD Falcon 7X.

18/6 D-GMVF Beech D95A; F-HDKY Cessna 172S.

19/6 SP-DLV CitationJet 525 CJ1.

20/6 2-HELY EC135T3H; F-HFOO HondaJet; HB-KKM Cirrus SR22T.

22/6 C-FPSH Do.229-202 Summit Air Charters; SP-CIT CitationJet 525 CJ1.

26/6 D-COPI PC-24.

Bristol Airport

1/7 D-CMSL & M-ARNZ PC-24s; N992CE Falcon 2000EX.

2/7 D-BHDC Challenger 350; YL-RAL Saab 340A(QC) ops for Aurigny.

3/7 D-CUNI Learjet 45.

4/7 A7-CGG Gulfstream G650 Qatar Executive.

5/7 EJ-PRLN Citation 560XLS+; N60GG Gulfstream IVSP.

6/7 SP-IZU CitationJet 525 CJ1.

9/7 N83WG Global Express.

11/7 9H-KFX Praetor 600.

13/7 D-CWPS Phenom 300.

15/7 PS-PJM Gulfstream G550 also 18th; TC-SPY 737-8EH SunExpress f/v.

16/7 D-CDOC Learjet 45.

17/7 TC-SPZ 737-8FZ SunExpress f/v. YL-ARE Legacy 600. F-AYFT Conair Turbo Firecat.

18/7 D-ATOP Legacy 650E VistaJet; N647XJ Challenger 350.
19/7 F-HBDX Phenom 300.
22/7 D-ANDI A320-232 ops for TUI; HA-EMA Phenom 300; N706GD Gulfstream G700 also 24th; SX-RJB Citation 560XLS.
23/7 LY-CIN 737-83N GetJet Airlines ops for TUI.
24/7 D-CGBB Learjet 55; OY-JJS Hawker 4000.
25/7 LN-RSQ Learjet 45.
26/7 HB-JBW A220 Swiss International f/v; 9H-iLY Challenger 850 VistaJet.
28/7 D-IAWG Cessna 425.
30/7 D-CAAG Phenom 300; TC-SPU 737-9U3 SunExpress f/v.
1/8 D-CQAC Learjet 45; YU-SPC Citation 560XLS+; 9H-iLZ Challenger 850 VistaJet. 2/8 OH-RJD PC-12NGX; 9H-CLG Challenger 850 Air X Charter; 072/ YA Xingu EAT00.319, French AF; D-AHOI Legacy 650 VistaJet; TC-SRC 737-8JP SunExpress.
5/8 D-AERO Legacy 650 VistaJet; M-ARNZ PC-24.
6/8 CS-GLA Global 6000 NetJets.
7/8 TC-RSG Learjet 45.
9/8 TC-SNN 737-8HC SunExpress.
10/8 9H-BOO Challenger 850 Air X Charter.
11/8 9H-VVQ 737MAX-8200 Ryanair f/v.
12/8 HB-JXD A320-214 easyJet Switzerland; YR-HLB 737-8GQ SunExpress.
16/8 9H-ZFX Legacy 500.
17/8 EJ-REVA Hawker 800XP; LX-FMA Falcon 900LX.
18/8 EI-IJJ 737MAX-8200 Ryanair f/v; N564DX Global 6500.
20/8 D-CPMI Challenger 350. 21/8 CS-GLJ Global 6500 NetJets.
23/8 T7-EMI Hawker 900XP.
24/8 HB-VAE PC-24; I-CNDG Citation 560XLS+.
25/8 D-CETB Hawker 750.
26/8 D-CCCA Learjet 35A; SX-DVS A320-232 Aegean Airlines f/v; 9H-94FX Global Express; N653FX Gulfstream G650.
29/8 N12MW Falcon 7X. 30/8 C-GBSW Astra SPX.
31/8 EI-IJT 737MAX-8200 Ryanair f/v; LX-FLG PC-12NG; OY-NCS Do328JET Sun Air; 9H-EMC Phenom 300.

East Midlands Airport

1/9 D-IMFE CitationJet 525A CJ2+; OK-SLS Citation 560XLS+.
2/9 D-CCCF Citation 550 II; D-CTOR Phenom 300; YR-TRE Legacy 650.
3/9 PH-DVK PC-24; D-BABE Legacy 500; 9H-MGM Citation 560XL; OE-FIX CitationJet 525 CJ1.
4/9 N941MB A321-211 for painting for SmartLynx Malta, to be 9H-CGE; G-DHMD 777-FZB DHL on delivery from LGW, ex-N775SA; N501AP Global 6500; OO-DOC Learjet 45.
5/9 N117QS Global 5000; OK-PHM Phenom 300.
6/9 SP-MDD CitationJet 525B CJ3+; SP-MRE 767-281(BDSF) Sky Taxi; G-LCYZ ERJ-190LR BA Cityflirer football charter.
7/9 VP-BMU 777-F Silk Way West Airlines, f/v of a Silk Way 777; A7-BFK 777-FDZ Qatar Cargo; SE-RFH Citation 680 Sovereign.
8/9 A7-BFA 777-FDZ Qatar Cargo; VP-BMG 777-F Silk Way West Airlines f/v; N121QS Global 5000; D-COIN PC-24; D-CROG Phenom 300.
9/9 OK-PHO Phenom 300; OE-GSF CitationJet 525B CJ3; OK-PHE Phenom 300; 9H-BOD CitationJet 525A CJ2+; SP-MDD CitationJet 525B CJ3+.
10/9 LX-RHC Challenger 605; OO-HFH Citation 560XLS.
11/9 9H-EDT Challenger 350. 12/9 ER-JAI 747-428(BDSF) Aerotranscargo also 13th; 2-EMBR Phenom 300; 2-MATO Global 5000 for painting.
13/9 N261JF A321-231 ex-Vietnam Airlines for painting for SmartLynx; D-CMXM Phenom 300; N540LF Gulfstream G650ER; F-HFKF ERJ145LR Thalair.
15/9 CB-8002 C-17A 81 Sqn, Indian AF; EI-KBN A320-232 Fly Arystan for painting; SP-DOM Learjet 60; D-COMA Learjet 45; 9H-JOS Citation 560XLS; D-CJMS PC-24. 16/9 G-ONEF 747-428G(ER) One Air f/v; EI-HAE ATR 72-600F ASL Airlines Ireland; D-CMMP Phenom 300.
17/9 M-SEAO Citation 750 X.
18/9 4K-AZ100 IL-76TD-VD90 Silk Way Airlines; CB-8008 C17A 81 Sqn, Indian AF.

20/9 CB-8005 C17A 81 Sqn, Indian AF. TC-ACN Global XRS. G-JZDH 737-8AL Jet2 for painting, ex-Pegasus TC-CRB.
21/9 D-ARMY Legacy 650 & D-AEOT Legacy 600 VistaJet.
22/9 HA-LUA Hawker 400XP.
23/9 SP-DLV CitationJet 525 CJ1; D-CAKE Phenom 300.
24/9 OK-BEE Hawker 400XP.
25/9 OO-VMF Citation 560XLS+.
26/9 HB-JKV Falcon 8X.
27/9 D-CDOC Learjet 45.
29/9 HA-EMB Phenom 300.
30/9 OK-PHO Phenom 300.

Gatwick Airport

1/8 B-20EL 787-9 China Southern Airlines.
2/8 HB-IJW A320-214 Edelweiss Air ops for Swiss International; N7777U Global 6000.
3/8 B-20CJ 787-9 China Southern Airlines; TC-SMJ 737MAX-8 SunExpress; 9H-VVH 737MAX-8200 Ryanair.
4/8 HB-JVW E195AR Helvetic Airways ops for Swiss; UK32022 A320-251N Uzbekistan Airways.
5/8 EI-DTM A320-216 ITA Airways.
7/8 LY-HMD A320-233 Heston Airlines ops for Royal Air Maroc.
8/8 CS-TSH A321-253NX Azores Airlines; HA-LGM A321-271NX Wizz Air; N2188J A321-271NX JetBlue.
9/8 C-GOKG A321-271NX Air Transat; G-PEMB ATR 72-600 Aurigny Air Services; TC-LPF A321-271NX Turkish Airlines.
10/8 EI-IKF A320-214 ITA Airways; 9H-WNO A321-271NX Wizz Air Malta; 9V-SMK A350-941 Singapore Airlines.
13/8 ET-ATR A350-941 Ethiopian Airlines; 9H-QDK 737-800 Ryanair.
14/8 N775SA 777-FZB Polar Air Cargo, to hangar, re-reg G-DHMD dep to East Midlands 4/9; OY-SPA Global 6000.
15/8 VT-ANL 787-8 Air India.
16/8 9V-SMG A350-941 Singapore Airlines.
17/8 EI-DTE A320-216 ITA Airways; 9V-SJH A350-941 Singapore Airlines.
20/8 OY-RCM A320-214 Atlantic Airways; SE-RTP 737MAX-8 Norwegian Air Sweden.
21/8 EI-IKD 737MAX-8200 Ryanair; G-OHJK 737-82R(BCF) ASL Airlines UK to hangar; TC-SMK 737MAX-8 SunExpress; D-AHOS Legacy 650 VistaJet Germany.
22/8 EC-NON A320-216 Volotea Airlines; I-SEAO Gulfstream G650ER.
23/8 HA-LTL A321-231(SL) Wizz Air; 9V-SMS A350-941 Singapore Airlines.
24/8 9H-NEH A320-251N KM Malta Airlines.
25/8 9H-QEG 737-8AS Ryanair.
26/8 C-GUFU A330-243 Air Transat.
27/8 EC-KKQ ATR 72-500 Swiftair ops for Aurigny Air Services; TC-LPI A321-271NX Turkish Airlines; 9H-WNP A321-271NX Wizz Air Malta.
28/8 HB-JVJ E195AR Helvetic Airways ops for Swiss; 9H-WZW A320-232(SL) Wizz Air Malta; CS-LTT Citation 680A Latitude NetJets Europe.
29/8 EI-IJP 737MAX-8200 Ryanair; LX-FMA Falcon 900LX; 9H-VFK Challenger 604 VistaJet.
31/8 A6-APH A380-861 Etihad Airways; B-1297 787-9 China Southern Airlines; OY-RUY A321-232(SL) Danish Air Transport ops for BA Euroflyer; SX-IOB A320-251N Sky Express; TC-FHF A320-214 Freebird Airlines.

Glasgow Prestwick Airport

Storm / Chevron summary -
OO-JLO 737 partially dismantled, transferred into Ryanair training hangar.
LY-BUS 737 in hangar. G-WUKN A321 Wizz in hangar
N371BC 737 remains stored, re-registered LY-CER for KlasJet
9H-GLOBL A380-8 Global titles, still in China Southern colours, stored north side
130603, 130604, 130605 CC130J RCAF remain based with ATF Prestwick
1/9 CS-PHR Phenom 300 NetJets Europe.
2/9 N101FU Citation 510 Mustang; 12-00277 C-12R1 ATSCOM US Army; 177702 CC-177 429 Sqn, RCAF, Waddington diversion, dep 4th; D-ILIA CitationJet 525 CJ1; 96-6043 CN235M AFSOC, no serial worn.

KEY

- f/v first visit
- n/s night stop
- o/s overshoot

3/9 58-0051 KC-135R 465 ARS, AFRC; N827Z Gulfstream G550 also 4th; HB-FQA PC-12NGX c/n 2399 on delivery; A6-HEH BBJ2 Dubai Air Wing; 165158/CW C-130T VR-54, USN dep 5th.

4/9 OE-GFM Beech 350i; 2022/F-UJCU A330-243 ERVTS02.031, French AF; N283BA Gulfstream G280; 18-5908 & 19-5940 C-130J-30s 130th AS, WV ANG n/s, both also 24th.

5/9 18-5919 C-130J-30 165th AS, Ky ANG for Ayrshow, dep 8th; 00-0185/AK C-17A 144th AS, Ak ANG; N960L TBM 960 c/n 1553 on delivery; 06-6168 C-17A 436th/512nd AW, USAF; D-ETAI PA-28RT-201T; F-GRBZ Socata TB-20GT; OO-GSP Citation 680 Sovereign; 15004 CC-150T 437 Sqn, RCAF also 6th; 9H-VVD 737MAX-8200 Ryanair; D-ECFK & D-EURL Robin DR400/140Bs, D-EXCI Cessna F182Q, OE-CIC DV20 Katana & D-ELRO Beech A36TC all touring.

6/9 OY-NLA Citation 650 III; C-FPSH Do.228-202 Summit air Charters; ZJ913 & ZJ917 Typhoon FGR4s 29 Sqn, RAF both dep 9th; G-NWHF CCF Harvard Mk.IV, G-BVEZ Jet Provost T3A, N69745 Stinson V-77 Reliant, N5057V Boeing PT-13D, & PA474 Avro Lancaster BI BBMF, RAF all Ayrshow arrivals; 177701 CC-177 429 Sqn, RCAF n/s; 17-46031 KC-46A 22nd ARW, USAF dep 8th.

7/9 130614 CC-130J 436 Sqn, RCAF arrived on TDY; 17-5900 C-130J-30 181st AS, Tx ANG; F-HLBF Citation 525M2.

8/9 63-8023 KC-135R 126th ARS, Wi ANG n/s also 12th n/s; CS-PHE Phenom 300 NetJets Europe; D-ASAP Legacy 650 VistaJet; F-HFRA Citation 501 1SP; PH-SLE Beech B200.

9/9 61-0298 KC-135R 126th ARS, Wi ANG dep 12th; PH-AXA A321-252N KLM training; HB-FQE PC-12NGX c/n 2403 on delivery.

10/9 505 C-130J 16 Sqn, Oman AF n/s; 165829 C-40A VR-58, USN dep 12th; 4K-AZ101 IL-76TD-90SW Silk Way Airlines.

11/9 130603 & 130605 CC-130Js 436 Sqn, RCAF departed after TDY; 04-4129 C-17A 62nd/446th AW, USAF n/s also 13th n/s; ZM337 Phenom T1 45 Sqn, RAF training; N964DH TBM 960 c/n 1554 on delivery; HB-FQC PC-12MGX c/n 2401 on delivery.

12/9 07-7175 C-17A 436th/512nd AW, USAF; EI-HHC DA42; 9H-VJG Global 6000 VistaJet; UR-ZYD AN-124-100 Maximus Air Cargo; A6-MRS BBJ2 Dubai Air Wing. 13/9 SP-00K Beech 400A; 59-1516 KC-135R 126th ARS, Wi ANG; 9H-IKE Cirrus SF50; 02-4452 C-32B 150th SOS, NJ ANG; 18-46044 KC-46A 22nd ARW, USAF. 14/9 N98LE Global 6500; A97-441 & A97-465 C-130J-30s 37 Sqn, RAAF, n/s, also 24th-2/10; N15N Gulfstream G500; 330002 CC-330 437 Sqn, RAAF n/s; C-FMUV CRJ200LR Voyageur Airlines, UN colours.

16/9 N993XZ Falcon 7X; N980AE Commander 695; EJ-SCOT Gulfstream G450; PH-SVX PA-31T2 Cheyenne IIXL; EI-FNJ A320-216Aer Lingus training.

17/9 N261MJ Cirrus SR22T; PH-ZHZ Beech 200; 93-1562 C-130H 142nd AS, De ANG n/s; N499WR Global 5000.

18/9 G-TUIE B787-8 TUI Newcastle diversion; N425KS Cessna 425; G-SAJD ERJ145EP Loganair training; T-061 A330-MRTT MMU training; HB-FQG PC-12NGX c/n 2405 on delivery; OK-DJB Nextant 400XTi.

19/9 9H-VIK Global 7500 VistaJet; 9H-ANS Global 6000; 9H-ILZ Challenger 850 VistaJet; 9H-QDI 737-8AS Ryanair; N95NA Gulfstream 5 NASA.

20/9 06-6156 C-17A 60th/349th AMW, USAF n/s; 04-4137 C-17A 305th/514th AMW, USAF n/s; 169345QE P-8A VP-40, USN training; PH-ZAZ & PH-ZLZ Beech 200s; A9C-HAK 747-4F6 Bahrain Amiri Flight n/s; CS-DOS CitationJet 525B CJ3;

21/9 130608 CC-130J 436 Sqn, RCAF; 114/62-IJ CN235M-200 ET01.062, French AF.

22/9 03-3127 C-17A 62nd/446th AW, USAF n/s; N1WW Global 6000; LX-EMO Falcon 900EX; 06-6155 C-17A 60th/349th AMW, USAF n/s.

23/9 HB-FQH PC-12NGX c/n 2406 on delivery; 1223 C-17A UAE AF n/s; EI-HJT DA42; 165831 C-40A VR-59, USN n/s; D-IKN CitationJet 525A CJ2+.

24/9 N95NA Gulfstream V NASA; N819CA A330-243 National Airlines; 58-0051 KC-135R 465th ARS, AFRC dep 27th; CS-PHK Phenom 300 NetJets Europe; 17-46034 KC-46A 133rd ARS, NH ANG special tail colours and fuselage titles; 164994/CW C-130T VR-54, USN n/s.

25/9 08-8202 C-17A 62nd/446th AW, USAF; N35GA Beech 350 Lasai Aviation dep 28th; EI-DVI A320 Aer Lingus training.

26/9 M-MCBE Citation 525M2; G-VMAP 787-9 Virgin to Storm Hangar dep 30th; 98-0052 C-17A 62nd/446th AW, USAF.

27/9 87-0027 C-5M 337th AS, AFRC dep 29th; EI-GAM A320-214 Aer Lingus training; CS-LUA Citation 680A Latitude NetJets Europe; 06-6162 C-17A 60th/349th AMW, USAF.

28/9 CS-LTA Citation 680A Latitude NetJets Europe; OK-DJB Nextant 400XTi; HK-5442-X/FAC1199 ATR 72-600 Satena from Toulouse on delivery; A41-210 C-17A 36 Sqn, RAAF n/s; KAF343 C-17A 41 Sqn, Kuwait AF n/s.

29/9 9H-QDC & 9H-QDE 737-8AS Ryanair; 5Y-RIS Beech 350 from Nairobi via Vienna.

30/9 130601 CC-130J 436 Sqn, RCAF arrived on TDY; 144619 CC-144D 412 Sqn, RCAF n/s; HB-FQI PC-12NGX c/n 2407 on delivery; 09-9209 & 09-9210 C-17A 62nd/446th AW, USAF; SP-RUM 737-73S Ryanair.

Guernsey Airport

1/9 ES-VAR PA-46-M600; 9H-TT Cirrus SR22.

2/9 OK-OZZ PC-12NG; D-EWWK Cessna T182T.

3/9 HB-VPO Phenom 300.

4/9 F-HGET PC-12NG.

6/9 N5478F Alon A2 Aircoupe; 9H-WIT PC-12NG; HS-TOM PA-46 JetPROP DLX c/n 4636265; VP-CLF A109SP GrandNew.

8/9 N547XJ Challenger 300; OY-GFS Falcon 2000LXS; P4-F8X Falcon 8X also 20th.

10/9 D-CAKE Phenom 300.

11/9 05-GS Dyne Aero MCR01; F-JAZL Dyne Aero MCR01 Pickup.

12/9 OH-RDS PC-12NGX.

13/9 N21BE Cessna P210N.

16/9 D-BOSS Praetor 600.

18/9 9H-ZFX Legacy 500.

20/9 D-GABY PA-30-160B.

21/9 F-HALV Citation 525M2.

26/9 D-CMDH Citation 680A Latitude.

29/9 D-CDRF Learjet 35A; HB-VGA PC-24.

Heathrow Airport

23/9 D-AZMN A300-622R(F) European Air Transpor; N887X Falcon 7X.

24/9 EC-NZJ A330-243 Privilege Style ops for Iberia.

28/9 SP-LEB E195-E2 LOT; TC-LPJ A321-271NXL Turkish Airlines.

29/9 EC-ODP A330-243 Wamos Air ops for Iberia.

30/9 D-CEFE CitationJet 525C CJ4; YL-CSJ A220-300 Air Baltic ops for Swiss International.

2/10 SE-RZE A320-251N SAS.

5/10 P4-MLO A330-243 Global Jet Aruba.

6/10 SP-LVR 737MAX-8 LOT; TC-LPH A321-271NX Turkish Airlines.

8/10 N650WS Gulfstream G650ER.

10/10 9H-SWK A320-232 Avion Express ops for Eurowings.

13/10 TC-LHA A350-941 Turkish Airlines.

14/10 HS-TEV A330-343E Thai International; TC-LPN A321-271NX Turkish Airlines.

15/10 CS-TVN A320-251N TAP Portugal.

18/10 OY-JYB 737-8KN Jetttime ops for SAS; SP-LVT 737MAX-8 LOT.

20/10 EC-MZT A320-271N Vueling Airlines.

21/10 EC-OGE A320-232 Vueling Airlines.

22/10 9H-VCS Challenger 350 VistaJet; N670BB Global 7500; VT-AEH 777-232LR Air India.

24/10 JA06WJ A350-1041 Japan Airlines; OY-JZN 737-8K5 Jetttime ops for SAS.

25/10 G-VEYR A330-941N Virgin Atlantic Airways on delivery; HS-TEW A330-343E Thai International; OY-JZP 737-8U3 Jetttime ops for SAS.

26/10 G-ZBLK 787-10 British Airways; JA03WJ A350-1041 Japan Airlines.

Leeds Bradford Airport

1/7 LX-AND PC-24; D-AFAD Challenger 604.

3/7 OE-LHC Global 6000; OK-AST Citation 560XL; TC-SNV 737-86J SunExpress.

4/7 N387EB Gulfstram G600; HA-LTL A321-231(SL) Wizz Air.

7/7 N532QS Citation 680A Latitude; D-CAWX Citation 680 Sovereign; TC-SPJ 737-82R SunExpress.

8/7 9H-VJC Global 6000 VistaJet.

9/7 N1RP Gulfstream G550 N204QS Challenger 650; N1AZ Falcon 7X.

KEY

f/v first visit

n/s night stop

o/s overshoot

10/7 9H-JPC Legacy 600; OY-GFS Falcon 200LXS; TC-SML 737MAX-86 SunExpress.
11/7 N222LX Gulfstream V; N1WW Global 6000.
12/7 2-NITE Challenger 604. D-IGST Premier 1A.
13/7 N519QS Citation 680A Latitude.
14/7 9H-ZFX Legacy 500; TC-SPA 737-8HX SunExpress.
15/7 OY-BBL Phenom 300; OY-CVW Beech 350; OY-EZD Falcon 200LXS.
16/7 HA-LWE A320-232 Wizz Air.
17/7 LY-VEL A320-232 Avion Express ops for Wizz Air.
19/7 SE-RNP CitationJet 525B CJ3+; OK-IHS PC-12NG; TC-CRB 737-8AL ex Pegasus on delivery to Jet2, to become G-JZDH; PH-DWS ERJ135LR Air Charters Europe; TC-SRC 737-8JP SunExpress.
20/7 CS-GLH Global 6000 NetJets Europe.
21/7 TC-SPC 737-8AS SunExpress.
22/7 S5-BBG Citation 550 II.
24/7 LX-FCB PC-24.
26/7 D-ATWO Challenger 604; 9H-WNM A321-271NX Wizz Air Malta.
27/7 N394WJ Global 6000. 28/7 OO-SLM Citation 560XLS; TC-SPU 737-8U3 SunExpress.
29/7 EJ-SCOT Gulfstream G450; D-COMA Learjet 45.
30/7 OY-CCH Challenger 605; EI-HHG Cessna FR172K; 9H-IBD Global 5000.
31/7 TC-SOR 737-8AS SunExpress.

London Southend Airport

1/8 I-LOSO Hawker 800XP; 9H-VIH Global 7500 VistaJet; VP-CUA Gulfstream G550.
3/8 9H-NSV Global Express; F-HJMO Mooney M20J.
4/8 SP-DLV CitationJet 525 CJ1.
5/8 HA-BIP Socata TB-9; D-IOSL PA-34-2220T; LZ-FBB A319-112 Bulgaria Air. 6/8 N481SC Gulfstream IVSP.
9/8 D-AIRG Legacy 650E VistaJet.
10/8 T7-SYC Avanti II.
11/8 SE-MHL Cessna 414; OO-CIR Cessna 172N.
13/8 D-EBCX Cirrus SR22.
14/8 9H-EART Falcon 2000.
15/8 F-BURV & F-BXZL Cessna F172Ms; F-GCSM Cessna 172RG & F-HFPI Cessna 182T all dep 17th; ZJ913/FM-G & ZJ917 Typhoon FGR4s 29 Sqn, RAF, present for Eastbourne Airshow, both dep 19th.
16/8 9H-BOO Challenger 850 Air X Charter.
17/8 LX-LGL Falcon 8X; D-EQCH Cessna P210N; N60GM Cessna 421C.
18/8 D-EMRY PA-28R-201; M-LWCW Global 7500; CS-TFR Learjet 45.
19/8 T7-PIMP Gulfstream G650ER.
21/8 9H-CLG Challenger 850 Air X Charter.
22/8 N788DP BBJ1; OO-HMW EC120B.
23/8 OY-HOT AW169 Uni Fly.
25/8 D-AVIB Legacy 600 VistaJet.
26/8 9H-VIJ Global 7500 VistaJet.
27/8 2-SIRI Cirrus SR20.
28/8 PH-TAX Diamond DA50RG; OY-VPD Partenavia P68C BioFlight.
30/8 N499V Velocity 173 Elite RG; EI-WEE Cessna 182T.

Manchester Airport

1/9 EI-IKJ 737MAX-8200 Ryanair; TC-RDZ A321-251NX Pegasus Airlines Airlines; G-TTNV A320-251N British Airways; SP-AIN Citation 560XL.
2/9 D-ANDI A320-232 LEAV, Beja Charter; B-304 A330-302 Hainan Airlines Edinburgh weather diversion; OY-DBS Falcon 8X.
3/9 EI-GUR ATR 72-600F FedEx / ASL Airlines.
4/9 JY-BAG 787-8 Royal Jordanian; F-HJTA Diamond DA62.
5/9 SP-RZN 737MAX-8200 Buzz; TC-LTB A321-271NX Turkish Airlines, Gatwick weather diversion.
6/9 SE-RTH 737MAX-8 Norwegian; G-TTNZ A320-251N British Airways; OK-PET Citation 680 Sovereign.

7/9 TC-RFA A321-251NX Pegasus Airlines; G-UZLW A320-251N Easyjet; C-GUFZ A330-243 Air Transat; G-HMGB Beech 200 King Air H.M. Coastguard, technical diversion.
8/9 ET-ATR A350-941 Ethiopian Airlines; EC-ODL A320-232(SL) Vueling.
9/9 B-20EC 787-9 Juneyao Airlines; 9H-MLO A320-214(SL) Eurowings; HB-JSF Challenger 650.
10/9 OE-LUF A320-251N Easyjet Europe; G-TUKT 737-8JP TUI Airways.
11/9 EI-IKE 737MAX-8200 Ryanair; F-HPNL A220-300 Air France; OY-KAN A320-232 SAS for maintenance at STS, A319 OY-KBR Departed back to Copenhagen; A7-CGJ Gulfstream G650ER Qatar Executive; N639M Falcon 2000S; N780W Gulfstream V; HA-LKW Falcon 8X f/v.
12/9 HB-JVZ E195AR Helvetic Airways ops for Swiss International; CS-TXM A321-251NX TAP Air Portugal.
13/9 9H-MLW A320-214 Eurowings Europe.
14/9 T7-MID Gulfstream G450; LX-PCK PC-24; N112MY Global 6000.
15/9 CS-CLD Challenger 650.
16/9 9H-EUM A320-214 Eurowings Europe.
17/9 F-HDRE A320-214 Amelia International, ops for Air France; EI-DTB A320-216 ITA Airways, Inter Milan to play Man City in Champions League; 185 Falcon 10MER 57S, French Navy.
19/9 HZ-AK19 B777-368ER Saudia; EI-IKD 737MAX-8200 Ryanair; EI-DTE A320-216 ITA Airways, Inter Milan return flight.
20/9 9H-MLD A320-214 Avion Express, ops for Eurowings.
21/9 TC-LPJ A321-271NX Turkish Airlines; G-TTSA A320-251N British Airways; D-AIFH Falcon 7X.
23/9 HB-JDG A320-271N Swiss International; 9H-MLL A320-214 Avion Express f/v, ops for Eurowings); SP-WAA Challenger 350.
24/9 D-CHRF CitationJet 525B CJ3+.
25/9 EI-IJV 737MAX-8200 Ryanair; LY-TUI 737-85P Getjet Airlines, ops for TUI; OY-FSB Saab 2000 Frost Air.
26/9 EI-IKM 737MAX-8200 Ryanair; C-GYJW 787-9 Air Canada.
27/9 N550EW Gulfstream G550.
28/9 C-FRSR 787-9 Air Canada f/v; F-HTJT Beech 1900D Twinjet; 1223 C-17A 15 Sqn, UAE Air Force n/s.
29/9 G-DHMA 777-F DHL Air for Maintenance at STS.
30/9 C-FNOE 787-9 Air Canada; EC-ODP A330-243 Wamos Ai, ops for TUI; 9H-MLE A320-214 Avion Express, ops for TUI; N963R Falcon 7X.

Teesside International Airport

1/8 OE-iam 737-490(SF) ASL Airlines Belgium ops for FedEx.
3/8 LX-MIC Falcon 2000S.
4/8 LZ-LAG A320-231 BH Air; D-COIN PC-24.
5/8 OE-IBL 737-490(SF) ASL Airlines Belgium ops for FedEx.
6/8 TC-FBO A320-214 Freebird Airlines; OE-IAE 737-4Q8(SF) ASL Airlines Belgium ops for FedEx.
7/8 OO-PCK PC-12NG; OO-PRM Citation 510 Mustang.
9/8 M-SEAO Citation 750 X; EJ-REVA Hawker 800XP; 2-ZENP Phenom 300E.
10/8 LX-PCE PC-24.
11/8 M-OUSY Gulfstream G280.
13/8 G-PBIX Spitfire LF.XVIe.
14/8 OY-RSE PC-12NG; LX-PCL PC-24; N541XJ Challenger 300; D-CAPO Learjet 35A.
16/8 PH-DWC ERJ135LR Air Charters Europe; HA-JEV Citation 650 III; LX-FCB PC-24.
18/8 C-GLMM Challenger 350.
20/8 C-FMFL Falcon 2000LX; M-ICKY Gulfstream G280; OE-IAK 737-4Q8(SF) ASL Airlines Belgium ops for FedEx,
22/8 SP-UMA Citation 560XLS; A6-CPC Legacy 600.
23/8 N539XJ Challenger 300.
24/8 OK-PHE Phenom 300E. 25/8 57+05 RUAG 228-212NG MFG3, German Navy; YU-SVJ Citation 560XLS+; PH-KRN Cessna 192Q.
26/8 LX-JFC PC-12NG.
29/8 D-CITA Learjet 60; OO-ESA Cessna 404. 31/8 N537GS Gulfstream G500.

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The latest changes on the UK, Irish, Isle of Man and Guernsey registers



One Air's third Boeing 747-400 freighter preparing for its launch flight for the airline OneAir

Restorations

Reg'n	Mode(S)	Type	C/N	Owner
G-BGWO	4010FB	Jodel D112 Club (built by Ets Valladeau)	227	SA Crossland, Eaglescott, Devon
G-CBRF	40479D	Comco Ikarus C42 FB100 VLA (M)	PFA 322-13900	MJ Donnelly, Sixmilecross, Omagh, Co. Tyrone
G-IOOK	406C17	Agusta A109E Power	11692	Dreshak Worldwide DMCC, (Dubai, United Arab Emirates)
G-MTXD	402ADA	Thruster TST Mk.1 (Modified)	8038-TST-067	MW Fitch, (North Mimms, Hertfordshire)
G-MZJX	403F0B	Mainair Blade	1139-0198-7-W943	GD McCullough, (Slieve Croob, Co. Down)
G-PEEP	40819E	Flylight Skyranger Nynja	389-25	K Perryman, Sywell, Northampton
2-BDPF	TBA	Boeing 737-8AS(BCF)	33567	UMB Bank NA (stored at Jakarta-Soekarno Hatta, Indonesia)
2-TWCA	TBA	Boeing 737-8K9	34399	TWC Aviation Capital Ltd, (stored Delhi-Indira Gandhi International, India)

New Registrations

Reg'n	Mode(S)	Type	C/N	Owner
G-CMTU	40817F	Cameron Z-105	12720	DR Firkins, (Beckford, Gloucestershire)
G-CMVI	408187	Cameron Z-90	12709	Phoenix Balloons Ltd, (Bristol, City of Bristol)
G-CMVO	408193	Flylight Nine	DA292	NC Grayson, (Newton, Nottinghamshire)
G-CMVW	408181	Flylight Adam 13T?Peabee	DA263	IM Goddard, Sywell, Northamptonshire
G-CMXA	408169	Airbus MBB-BK 117D-3	21317	Airbus Helicopters UK Ltd, Oxford, Oxfordshire
G-CMYA	4081CA	Jihlavan JA-400 Skyleader 400 4 347 395 D		AA Thamarakshan trading as Skyleader UK, North Weald, Essex
G-CMZE	4081DB	Sling Aircraft Sling 4 TSI	LAA 400A-15904	DM Newton, (Chalfont St. Peter, Buckinghamshire)
G-CMZZ	4081B5	Piper PA-28-151 Cherokee Warrior		Kensington Aviation Isle of Man Ltd, (Douglas, Isle of Man)

G-DMBT	407F75	Schleicher AS 33 ME		D Bowes, Pocklington, East Riding of Yorkshire
G-EERR	405913	Eurocopter AS350B3 Ecureuil	4386	Cariad Investments Ltd, Hawarden, Flintshire
G-FSID	4081AE	North American P-51D Mustang	124-48306	517 Ltd, Sywell, Northamptonshire
G-JBBH	407C01	Eurocopter AS350B3 Ecureuil		Bartram Land Ltd, Crooked Billet Farm, Little Gransden, Cambridgeshire
G-KDHU	4081D3	BRM Aero Bristell NG5 Speed Wing	LAA 385-15899	NW McConachie, (Mayfield, Sussex)
G-KFCW	4081A4	Flylight Skyranger Nynja	399-27	Kemble Flying Centre Ltd, Cotswold, Gloucestershire
G-KIPY	4081D5	Van's RV-7	LAA 323-15668	TR Fray, (Plungar, Nottinghamshire)
G-LMHA	40814C	Bombardier Global 6500	60132	Concierge U Ltd, London Stansted, Essex
G-LMTH	408111	ATR-72-212A	1142	Loganair Ltd, Glasgow, Renfrewshire
G-MPAS	407C94	AgustaWestland AW109SP Grand New	22298	Castle Air Ltd, Trebrow, Liskeard, Cornwall (for Magpas Air Ambulance)
G-NIGM	4080FC	Taylor JT,1 Monoplane (built by G Martan)	51422	
G-OARB	4081C6	Brown BM-56	ARB-01	AR & AJ Brown, (Litlington, Cambridgeshire)
G-ONEF	407107	Boeing 747-42BF	32870	One Air Ltd, East Midlands, Leicestershire
G-RESF	4080C7	Leonardo AW139	32061	Bristow Helicopters Ltd, Aberdeen International, Aberdeenshire (NB)
G-RVFP	4081C3	Van's RV-7	LAA 323-15907	BJA Polwin, (Scopwick, Lincolnshire)
G-SUGS	4081D1	Steen Skybolt	LAA 064-15823	MD Sugden, (Woodhall Spa, Lincolnshire)
G-TBEZ	40818A	Guimbal Cabri G2	1370	Bez Aviation Ltd, (Emery Down, Hampshire)
G-TESG	4080CB	Diamond DA42 Twin Star	42.356	Tesla Solutions Ltd, Oxford, Oxfordshire
G-TESM	408195	Diamond DA42 Twin Star	42.412	Tesla Solutions Ltd, Oxford, Oxfordshire
G-TESN	408198	Diamond DA42 Twin Star	42.334	Tesla Solutions Ltd, Oxford, Oxfordshire



G-TRKY	4081CB	Van's RV-9	LAA 320-15036	RJ Bower, (Borden, Kent)
G-YAIR	40808A	Airbus MBB-BK 117D-3	21313	Airbus Helicopters UK Ltd, Oxfordshire (for Yorkshire Air Ambulance)
G-ZBLJ	4080BB	Boeing 787-10	60636	British Airways PLC, London Heathrow, Middlesex
EI-HNI	TBA	Thruster T600N	0052-T600N-070	Private Individuals, Co. Wexford & Co. Dublin
EI-HNL	TBA	Tomark Viper SD-4 RTC	41291	Newcastle Logistics Ltd, Newcastle, Co. Wicklow
EI-HNM	TBA	Comco Ikarus C42B	1304-7258	Private Individuals, Co. Donegal
EI-HNN	TBA	AeroPro EuroFOX 912 PRO-3K	15104	Private Individual, Co. Donegal
EI-HNR	TBA	Comco Ikarus C42	0004-6246	Private Individual Co. Roscommon
EI-HRB	4CAEBE	Boeing 737-86N(BCF)	32686	ASL Airlines (Ireland) Ltd, Dublin, Co. Fingal (NB)
EI-HXG	4CAE1C	Airbus A321-271NX	11886	ALC Clover Ireland Ltd, (leased to ITA Airways, Rome-Ciampino, Italy)
EI-IKE	4CAE93	Boeing 737-8200	67115	Ryanair DAC, Dublin, Co. Fingal (NB)
EI-IKM	4CAE95	Boeing 737-8200	62379	Ryanair DAC, Dublin, Co. Fingal (NB)
EI-IKN	4CAE8F	Boeing 737-8200	62380	Ryanair DAC, Dublin, Co. Fingal (NB)
EI-KDI	4CAED1	Airbus A321-231	5287	Avalon Leasing Ireland Ltd, (leased to Air Astana, Almaty, Kazakhstan)
EI-LDA	TBA	Airbus A300F4-605R	855	ASL Airlines (Ireland) Ltd, Dublin, Co. Fingal (NB)
EI-LDF	TBA	Airbus A300F4-605R	860	ASL Airlines (Ireland) Ltd, Dublin, Co. Fingal (NB)
EI-LKC	4CAECF	Airbus A330-243(F)	1688	ASL Airlines (Ireland) Ltd, Dublin, Co. Fingal (NB)
EI-PIK	Not allotted	Dudek Universal1131	P-187831	Private Individual, Co. Meath
EI-SYL	TBA	Groppo Trail	N00007635	Private Individual, Co. Kildare
EI-WHY	TBA	Robinson R44 Raven II	14751	O.K.R. Group Unlimited, Cork. Co. Cork

M-ABSV	424C72	Learjet 60	60-280	
M-ABSY	424C77	Airbus A320-216	4346	Horizon II Aviation 1 Ltd, (stored Hosur, India)
M-CITY	424C76	Daher TBM-960	TBM 960 Aviation Ltd, Lydd, Kent	
M-JSDT	424C5B	Bombardier Global 6500	60129	Star Bar & Cafe Mpumalanga (Pty) Ltd, Durban, South Africa
M-LJGI	424C7C	Dassault Falcon 7X	Ven Air Unlimited Company, Dublin, Co. Fingal	
M-MANX	424C7B	Piper PA-34-220T Seneca V	3449240	HUAS Investments Ltd, Isle of Man
M-NBAY	424C75	Airbus MBB BK117 D2	20077	Mestico Ltd, (Nicosia, Cyprus)
2-AECD	TBA	Airbus A320-214	2939	Celestial Aviation Trading 8 Ltd, (stored Greenwood-Leflore, Mississippi, USA)
2-CHOP	43F776	Agusta-Bell 206A JetRanger	8185	A T Aviation (Engineering) Ltd, Solent, Hampshire
2-HRYU	TBA	Boeing 737-8FE	33794	Aircraft Leasing VII Ltd, (stored Pinal Airpark, Marana, Arizona, USA)
2-JECX	TBA	Bombardier DHC-8-402	4155	Regional One Inc, (stored Exeter International, Devon)
2-LIVI	TBA	Embraer EMB-500 Phenom 100	50000370	Stammair Guernsey Ltd, Trebbin, Germany
2-PUBS	43FB4A	Bombardier Global 5000	9486	Volare Aviation GSY Ltd, Oxford, Oxfordshire
2-VCXC	Airbus A321-211	2309		ZJ Jianan Aircraft Leasing (Shanghai) Company Ltd, (stored Kuala Lumpur-Subang, Malaysia)
2-VHZL	TBA	Boeing 737-8EH	39604	AWAS 39604 Trust, (stored Brisbane, Queensland, Australia)
2-XSEV	43F76F	ATR-72-212A	699	Elix Assets Ltd, (stored Exeter International, Devon)

Previous Identities

Reg'n	Previous Identity	Reg'n	Previous Identity
G-CBRF	ex G-CBRF	EI-IKI	ex N4022T
G-CMXA	ex D-HBTD	EI-IKM	ex N4022L
G-CMYA	ex OK-DUG 36	EI-KDI	ex HL8265
G-CMZZ	ex HB-OQV	EI-LDA	ex B-LDA
G-EERR	ex G-OOWS	EI-LDF	ex B-LDF
G-EXXD	ex D-EXXD	EI-LKC	ex F-HMRG
G-FSID	ex N51VF	EI-SYL	ex I-C990
G-IOOK	ex (AP-***)	EI-WHY	ex G-CMUX
G-JBBH	ex G-LODZ	M-ABSV	ex N280LJ
G-LMHA	ex C-GYBA	M-ABSY	ex VT-APJ
G-LMTH	ex M-ABPL	M-JSDT	ex C-GXZR
G-MPAS	ex G-KRNO	M-LJGI	ex D-ALIL
G-NIGM	ex N52GM	M-MANX	ex F-HJOL
G-ONEF	ex N328AT	M-NBAY	ex N20VG
G-RESF	ex I-EASW	2-AECD	ex B-6301
G-TESG	ex HB-LUP	2-BDPF	ex HS-GIT
G-TESM	ex HB-LUJ	2-CHOP	ex G-PMGG
G-TESN	ex HB-LUO	2-HRYU	ex VH-RYU
G-YAIR	ex D-HBKY	2-JECX	ex G-JECX
EI-HNI	ex G-MGTV	2-LIVI	ex D-IUCR
EI-HNM	ex OO-H20	2-PUBS	ex 2-MATO
EI-HNN	ex I-7397	2-TWCA	ex VT-SXB
EI-HNR	ex D-MVAR	2-VCXC	ex B-2289
EI-HRB	ex OE-IWP	2-VHZL	ex VH-BZL
EI-HXG	ex D-AVYQ	2-XSEV	ex SX-XEV



Cancellations

Reg'n	Type	C/N	Reason
G-ASFD	SPP Morava L-200A	170808	Cancelled as Destroyed (CofA expired 12.07.84, last noted stored, derelict at Pollards Hall Estate, Lingfield, Surrey 04.24)
G-ATNL	Reims Cessna F150F	0066	Cancelled by CAA (CofA expired 04.12.20, last reported at Newcastle, Co. Wicklow, Republic of Ireland 06.18)
G-BBNZ	Reims Cessna F172M	1054	To Greece
G-BKIZ	Cameron V-31	842	Cancelled by CAA (CofA expired 10.09.09)
G-BMMV	ICA-Brasov IS-28M2A	57	Cancelled as Permanently WFU (CofA expired 07.11.17, last reported stored near Tavistock, Devon 06.24)
G-BSJZ	Cessna 150J	150-70485	Cancelled as Permanently WFU (CofA expired 20.11.09, last reported stored at Enstone, Oxfordshire 08.21)
G-BUDS	Rand KR-2	PFA 129-10937	To Poland
G-BYNM	Mainair Blade 912	1204-0799-7-W1007	Cancelled as Permanently WFU (Permit to Fly expired 14.07.16)
G-CDST	UltraMagic N-250	250/37	To Turkey
G-CKCC	Cameron Z-105	12088	To Czech Republic
G-CKIE	Cessna 172S Skyhawk SP	172S11118	To USA as N9303N
G-CLVH	Embraer 175	17000342	To South Africa
G-CMBC	Cessna 550 Citation Bravo	550-0951	To USA as N171TC
G-CMBX	Tecnam P2008-JC	1226	To Spain
G-CMKO	Tecnam P2008-JC	1253	To Spain

G-CMMC	Flylight Peabee Yellow Line	DA248	Cancelled by CAA (SSDR microlight so no Permit to Fly required)
G-CMUX	Robinson R44 Raven II	14751	To Republic of Ireland as EI-WHY
G-CROW	Robinson R44 Raven	0754	To Monaco
G-DAVB	Aerosport Scamp	PFA 117-10889	Cancelled by CAA (No Permit to Fly issued, displayed at Montrose Air Station Heritage Centre, Montrose, Angus)
G-DCZE	PZL-Bielsko SZD-30 Pirat	S-01.14	Cancelled as Permanently WFU (CofA expired 01.09.11)
G-DDMG	Schleicher K.8B	8763	Cancelled as Permanently WFU (CofA expired 14.06.16)
G-EDMC	Pegasus Quantum 15-912	7513	To Malaysia
G-FION	Titan T-51 Mustang	LAA 355-15164	Cancelled as Permanently WFU (crashed on take-off at Netherthorpe, South Yorkshire 27.01.24)
G-IOOK	Agusta A109E Power	11692	To Pakistan (but restored again later in month)
G-JECP	Bombardier DHC-8-402	4136	Cancelled as Permanently WFU (flown to Luqa, Malta 06.10.22 for storage & parting out)
G-JECP	Bombardier DHC-8-402	4139	Cancelled as Permanently WFU (flown to Niederrhein-Weeze, Germany 03.06.20 for storage & parting out)
G-JECX	Bombardier DHC-8-402	4155	To Guernsey as 2-JECX
G-KRNO	Agusta AW109SP Grand New	22298	Re-registered as G-MPAS
G-LMRC	ATR-42-500	480	480
G-LODZ	Eurocopter AS350B3 Ecureuil	4982	Re-registered as G-JBBH



This new aircraft, an AW109 SP registered as 'G-MPAS' for the Magpas Air Ambulance Service Magpas Air Ambulance

M-ABPL	ATR-72-212A	1142	To United Kingdom as G-LMTH
M-ABPP	Boeing 737-846	35353	To Trinidad & Tobago as 9Y-TTL
M-ABSO	Boeing 737-8	62533	To Poland as SP-LVR
M-NBLA	Airbus EC135 T3	2090	To USA as N209MA
M-WHIZ	Gulfstream GVI	6459	To Italy
2-BOTS	Embraer EMB-145LR	14501022	To Namibia
2-CALC	Airbus A320-232	7988	To South Africa
2-CMEH	Airbus A320-214	1450	Cancelled as Scrapped (flown to Castellón-Costa Azahar, Spain 09.08.24)
2-DEWS	Eclipse EA500	000143	Cancelled at Owner's Request (flown Bournemouth to Albuquerque, New Mexico 30.08.24 to 03.09.24)
2-MATO	Bombardier Global 5000	9486	Re-registered as 2-PUBS
2-NETY	ATR-72-212	(F)	395
2-VCXC	Airbus A321-211	2309	To Indonesia
2-VNJC	Airbus A320-232	7796	To Turkey as TC-JTU

Key: NB – Nominal Base. A place name in brackets relates to the owner's address, as where the aircraft is based is unknown.

Updates and Corrections	
Reg'n	Details
G-AZTM	Type officially changed to an Airtourer 115 18.09.24
G-AZVP	C/N actually 0057 (corrects Page 70, November 2024)
G-BVFA	Became LY-BOO
G-BYIX	Became D-OYIX 12.22
G-CIHN	Became XB-AUD 03.04.24
G-CIPW	Became PS-BTK
G-CISA	C/N actually 001 (corrects Page 70, November 2024)
G-CKDT	Became D-OKDT 06.24
G-CKTP	Became I-CKTP 06.24
G-CKTU	Became I-CKTU 06.24
G-CLJW	Became VH-TMS
G-CMJB	Type officially changed to a Streak Shadow (Modified) 18.09.24
G-CMUD	Became D-HWIR 07.24
G-DDFE	Type officially changed to a Molino PIK-20 09.09.24
G-ENKH	Became D-ENKH 10.22
G-IMGP	Became TC-TIM
G-JKBN	Type officially changed to a Starstreak Shadow SS-D 11.09.24
G-JMOS	Became N151LB 05.08.24
G-LCAG	Type officially changed to an ERJ-190-100LR 26.09.24
G-LCAH	Type officially changed to an ERJ-190-100LR 11.09.24
G-LCYK	Type officially changed to an ERJ-190-100LR 23.09.24
G-LOFT	Became YU-BVB (Actually cancelled to Slovenia 17.12.21)
G-MKAZ	Became A2-HBF 08.05.24
G-MEDJ	Became VP-CBQ 20.01.23
G-MGTV	Became EI-HNI 09.09.24
G-NSEY	Type officially changed to an ERJ-190-200LR 09.09.24
G-OJTO	Type officially changed to an Avian 2/180 (Modified) 05.09.24
G-OPLS	Became 9H-OPL
G-ORGI	Became N71SQ 25.10.24 (will apparently be kept airworthy rather than static)
G-PEEP	C/N officially changed to 389-25 13.09.24
G-PTXC	Became 2-PTXC 16.07.24
G-RAIR	Became EC-OJE 18.07.24
G-TIJL	Became ZK-IEJ 02.08.24
G-WADS	Became VH-RLV 07.08.24
EI-MPC	Became RP-C2409 circa 09.21
EI-RDO	Became 3D-AAL 15.08.24
M-ABCD	Became T7-JSC8 08.07.24
M-ABSK	Became PS-HGP
M-KNOX	Became PS-JCW
2-ELZE	Became TR-LJQ 10.23
2-MAHY	Became 9M-XBF 03.10.22
2-NTUP	C/N is 41313 (corrects Page 69, November 2024)
2-WERX	Became UR-NPA 18.09.24
2-WLAN	Became T7-MSR

G-MALS	Mooney M20K	25-0573	To France
G-MOFO	Reims Cessna F172M	1192	To Greece
G-MWIB	Aviasud Mistral	BMAA/HB/010	Cancelled by CAA (Permit to Fly expired 14.09.21)
G-MYKX	Mainair Mercury	961-0893-7-W756	Cancelled by CAA (Permit to Fly expired 10.07.19)
G-MYVZ	Mainair Blade	1034-0495-7-W832	Cancelled by CAA ((Permit to Fly expired 26.09.16)
G-MYXN	Mainair Blade	1045-0795-7-W844	Cancelled by CAA (Permit to Fly expired 11.07.23)
G-MYYV	Rans S6-ESD XL (Modified)	PFA 204-12943	Cancelled by CAA (crashed on take-off at North Denes, Norfolk 04.11.20)
G-OOWS	Eurocopter AS350B3 Ecureuil	4386	Re-registered as G-EERR
G-OTEA	Kubicek BB17XR	1174	To Austria
G-OXFA	Piper PA-34-220T Seneca V	3449479	To USA as N34059, then to Brazil as PS-OFI
G-PMGG	Agusta-Bell 206A JetRanger	8185	To Guernsey as 2-CHOP
G-POWV	Airbus A321-211(P2F)	3749	To Cayman Islands as VP-CHL
G-TOWA	Zenair CH750 Cruzer LAA 381A-15593		Cancelled by CAA (No Permit to Fly issued, believed not completed)
G-VAND	Gippsland GA8 Airvan	GA8-07-114	To India
G-WSKY	Enstrom 280C-UK Shark 1037	To USA as N3398M	
G-ZEXL	Extra EA.300/L	1226	To Australia
EI-EWV	Comco Ikarus C42 FB100	PFA322-13920	To United Kingdom as G-CBRF
EI-OZL	Airbus A300B4-622R(F)	717	To Germany as D-AZMN

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Nordic re

A restructured SAS joins the SkyTeam alliance and now focuses on adding new routes and aircraft. **Andreas Spaeth** spoke to the company CEO at its Copenhagen hub

▲ SAS A320-251neo, EI-SIU awaits its passengers at Copenhagen Airport, Kastrup. The aircraft arrived from Athens as flight No SK778 Charles Cunliffe

One could say enthusiasm has been on the low side at SAS for decades, but an enthusiastic spirit was clearly on display during an autumn afternoon in Copenhagen: September 17 was the 78th anniversary of the Scandinavian flag carrier, which began operations in 1946. SAS has finally found a new family having joined the SkyTeam alliance and

is in the restart process. This after recently exiting US Chapter 11 procedures in a restructured form.

For the first time, a founding member of one of the big three alliances has left its original peers and switched sides. SAS was part of the Star Alliance since the original airline alliance launched in May 1997 and departed in August 2024. But, since September, it is now a member of SkyTeam. The



reset

person who summed it up best was Juha Järvinen, formerly at Finnair and now CCO of Virgin Atlantic – which was the latest entry into SkyTeam before the Scandinavians. Speaking for the alliance he said: “We have been ‘dating’ SAS for ten years, but the best brides are hard to get, and we are not the youngest kid on the block any more. Welcome SAS to the club!”

SAS was able to go through the highly complex joining process in under nine months. “Usually, a new entry takes 18 to 24 months; a new member joining so quickly is something I haven’t seen before,” said an impressed SkyTeam CEO Patrick Roux, who added: “Having SAS among our partners



President & CEO of SAS, Anko van der Werff, at the SkyTeam announcement ceremony in Copenhagen. Andreas Spaeth



Company Report



▲ SE-RSF, A350-941 taxis to gate at Copenhagen Airport, Kastrup Charles Cunliffe

▲ Four A350s are flying with SAS and the airline plans to add another three to the fleet in the next 15 months. A350s and A330s will play the long-haul role for the airline SAS

is a milestone." Paul Verhagen, CCO of SAS, was equally upbeat: "SkyTeam and SAS networks are highly complementary; what we look at other than size is the depth of the network, we need to be as integrated as possible."

The long and arduous downward spiral at SAS has been reversed suddenly; the once iconic airline, rejuvenated, is feeling appreciated and valued. Being too small to play a major global role alone, SAS was always kept away from the 'big boys' table' and a long-discussed possible takeover of SAS by Lufthansa also never materialised. Now, Air France-KLM has bought 19.9% of shares

in SAS. SAS CEO Anko van der Werff told *Aviation News*: "It makes a lot of sense to align our future to Air France-KLM as new equity partners, and it was a decision of Lufthansa to not participate."

"The core of SkyTeam airlines is a group of carriers that has a joint venture," said van der Werff, meaning they are approved by authorities for a far-reaching collaboration. "Ben Smith, CEO of Air France-KLM, has said he wants to see SAS in that joint venture, which never happened in Star," said the SAS boss. "When it doesn't happen for over 25 years, at some point you have to start thinking why." He believes denial of this long-standing ambition has hindered the airline's development: "That has held us



back and not helped us over the years; we've been very vocal that we would like to be part of the joint venture in SkyTeam."

The core transatlantic joint venture at SkyTeam so far includes Air France-KLM, Delta and Virgin Atlantic, whereas at Star, five airline brands of the Lufthansa group are part of the alliance, as well as Air Canada and United.

Anko van der Werff knows the advantages this brings in the airline business and his curriculum reflects this clearly: The Dutch lawyer started his career at KLM, where he spent a decade until 2010, during which time he worked in Sweden for four years as regional director for Scandinavia. After stints at Qatar Airways and Aeroméxico, he took the top post at Avianca in Colombia in 2019 for two years, moving to SAS in July 2021. He said: "I have worked in many joint ventures over the years and it is something beneficial for the customer, because you can offer something seamless between airlines." He witnessed this first hand during the partnership of KLM with then Northwest Airlines from the US. "I grew up in KLM, which was blue, and our partner Northwest Airlines was red, and we were trained to think purple. And that is just a different mindset."

For US and European authorities to grant antitrust immunity to SAS, enabling it to become part of the joint venture and collaborate on pricing and capacity, can take two years, according to van der Werff. But sleeves have been rolled up and everything is now ready to bring the Scandinavians as close to SkyTeam as legally possible. "We already fly from Copenhagen to Delta's hub in Atlanta; from May 2025 we will connect our hub to Seattle for the first time since 2009, another important Delta base," he said. "In New York, we will increase service to JFK, another Delta hub, besides flying to Newark. Next summer we'll have a direct service from Oslo to JFK

with the Airbus A321LR, complementing the existing A330 service from Oslo to Newark."

An important element is also co-location – SAS is trying to move its counters and gates to the respective terminals where other SkyTeam partners are present at as many airports as possible. One announcement surrounding the accession to the new alliance for SAS was met with particular fondness among its frequent fliers: The news that from next summer, it will again offer a true Business Class within Europe with wider seats in a separate cabin, getting closer to the alliance standard in SkyTeam.

Having carried almost 24 million passengers last year, SAS doesn't have a huge market in the north, but an affluent one with high per capita travel volumes, especially in the high yield business travel

▼ The new Business Class seats on board the Airbus A321LR SAS



Company Report



sector. It's interesting how differently Star Alliance and SkyTeam serve Scandinavia. Star minus SAS is represented there with six airlines, serving the north from nine European countries, but almost exclusively restricted to the respective capitals as well as five other well-travelled destinations. With the exception of Lufthansa's flights to Tromsø in northern Norway, all of them don't overstep an imaginary line between Bergen, Oslo and Stockholm. That means that Star carriers fly decentral services from many parts of Europe to more or less southern Scandinavia. In numbers of seats from Scandinavia to outside the region, Star minus SAS totalled 17.7% of the market in 2023, of which 12% was Lufthansa. Air France-KLM achieved 8%, SAS 18.8%, but SkyTeam had almost no other presence up north. However, the route structure is entirely different with KLM serving 14 cities in Scandinavia from Amsterdam alone, offering very decentral coverage from one hub, less so Air France, just serving five destinations from Paris. Meaning the route networks of SkyTeam so far and now SAS are indeed a fitting addition to each other. After leaving Star, SAS is continuing to serve Germany, one of its most important markets, keeping all its seven destinations on its own, without former partner Lufthansa.

New ownership

SAS is under new ownership, with former major shareholder (owning 21.4%) Sweden having left for

▲ A previous SAS A340-313X, LN-RKP, departing London Heathrow. The aircraft served the airline from 2014 until 2019, when it was stored and then scrapped in 2020
Ben Stanley Hall

“The long and arduous downward spiral at SAS has been reversed suddenly”



► LN-RRO, a now ex-SAS 737-683 taxis at Amsterdam Schiphol Airport. This airframe was broken up in 2020 after serving more than 21 years Ben Stanley Hall



good what originally was a tri-state multinational airline, together with Norway and Denmark. Only the latter remains, increasing its share by more than 10% to 25.8%, becoming the second-largest shareholder after a US investment fund holding 32%. It does not come as a surprise that the focus is now even more on Copenhagen as the most important SAS hub. Roughly two-thirds of around 700 total flights are to the main base, so far flying 105 routes from Kastrup airport, which will see an increase by 15, mostly European destinations by next summer.

Stockholm has 120 flights daily serving 70

cities, while in Oslo, SAS's offering comprises 125 departures to 60 destinations. Dominance of Copenhagen becomes clear when looking at the long-haul network, with Stockholm having one sole non-stop flight to Newark, and Oslo soon adding to JFK to its existing Newark offering. All other SAS intercontinental flights depart from Copenhagen to nine destinations (plus two seasonal ones) in North America alone next summer. The closure of Russian airspace and the new ties to Delta are the reasons for shifting a clear focus on transatlantic flights. The Asia network has shrunk massively with just

▼ The SAS big-jet mainline (not counting regional subsidiaries and partners) still operated 126 aircraft at the end of 2019, but only 70 were counted in service recently SAS



Company Report

▲ A banner present at the ceremony displaying the SAS and SkyTeam Partnership
Andreas Spaeth



Shanghai and Tokyo remaining, plus Bangkok as a seasonal service.

But the CEO rejects suggestions SAS might become an “Air Copenhagen” in a similar way to BA as “London Airways”. He said: “We can prove this via our new route from Oslo to JFK, we then have two routes from Oslo to NY. We are looking to have more intercontinental flights from Stockholm again.” But he knows he has to give Swedes, many of whom feel cut off by their former national carrier, something now. This is why SAS purchased the entire capacity of Swedish regional carrier Braathens Regional Airlines (BRA) via wet lease and deploys it to fly mostly domestic routes in Sweden, as well as feeder services to long-haul routes from Copenhagen on its behalf.

Van der Werff said: “Of the 13 ATR-72-600s soon flying for us coming from BRA, the vast majority will be flying these roles. With that, we do expect that Stockholm’s secondary Bromma city airport will close and we will move all the demand into Arlanda airport. That will provide Swedish connectivity in a way that’s never been done before.

“While before, if you were unlucky, you had to connect from one to the other airports, it will now all be in one place, and that is a massive investment.”





▲ Signs are positive for SAS, the current financial year sees passenger volumes increasing by 6.5% until July year-on-year to 18 million, July 2024 was the most profitable month in the entire SAS history SAS

“July 2024 was the most profitable month in the entire SAS history”

◀ The new livery displayed on the SAS A321LR fleet SAS

Most profitable month

SAS still hasn't reached the passenger numbers of pre-pandemic times – in 2017 and 2018 the Scandinavians flew 30.1 million passengers each year. In 2019 there were 800 daily departures, but until late 2023 just 594 were operated daily. However, signs are positive and the current financial year sees passenger volumes increasing by 6.5% until July year-on-year to 18 million, and July 2024 was the most profitable month in the entire SAS history. This is proof that the cost reduction goals stated by the SAS turnaround plan have been achieved.

Additionally, the size of what now has become an all-Airbus fleet has shrunk considerably. The SAS big-jet mainline (not counting regional subsidiaries and partners) still operated 126 aircraft at the end of 2019, but only 70 were counted in service recently.

Gone since then are the Boeing 737-700s and -800s plus the Airbus A340-300s. Of the eight Airbus A350s, which joined the fleet from 2019, two hadn't been taken up and two others were sold. Currently, four A350s are flying, but SAS plans to grow: “We will add another three A350s to the fleet in the next 15 months, but will still have a mix of A330s and A350s on long-haul going forward,” said the CEO.

On short-haul services, SAS relies on partners with a lower cost base, currently operating a total of 34 regional aircraft, and subsidiary SAS Connect has 30 A320neos on its AOC. Finally, the CEO said: “We are currently doing a request for proposal for mid-size aircraft, maybe A220s or Embraer E2s; we are doing the assessments as we speak.”

AN

Next Month



Filip Modrzejewski



Chris Gilligan

British-made helicopters

Chris Gilligan dives into the past, present and future of rotorcraft manufactured in the UK

Kodiak 100

Filip Modrzejewski reports on the STOL-capable Kodiak 100 aircraft

A career on the edge of space

Aviation News sits down with one of the most experienced U-2 Dragon Lady pilots

Return of the Wilga

Rod Simpson details Airbus Poland's partnership with Mike Patey as the pair prepare to revitalise the 1960s agricultural aircraft



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